SESSIONAL PAPERS.

VOLUME VIII. PART III.

FIRST SESSION OF THE THIRD PARLIAMENT

OF THE

PROVINCE OF ONTARIO.

Session 1875-6.

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No. 15 ... Return showing the amount of aid granted by way of Loan, Bonus, Stock, or otherwise by the several Municipalities of *Ontario*, to Railway enterprises since July, 1867.

No. 16 ... Return showing the Municipalities in the different Counties in *Ontario* for which Voters' lists have been certified by the County Court Judges, with the dates when such lists were respectively so certified, and showing the Municipalities (if any) in which lists have not been certified, with a statement in any such case of the reason why the list has not been certified. (*Not Printed*:)

No. 17 ... Returns forwarded to the office of the Provincial Secretary, of all Fees and Emoluments received by the Registrars of *Ontario*, for the year 1874, made in accordance with the provisions of the Statute of *Ontario*, 31 *Vic.*, cap. 20, sec. 74.

No. 18 ... Copies of all Papers and Correspondence under the control of the Government, relating to the resignation of Dr. *Workman*, late Superintendent of the *Toronto* Lunatic Asylum, and the Appointment of his successor.

No. 19 ... Annual Statement of the *Ontario* Mutual Life Assurance Company. (*Not Printed.*)

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No. 22 ... Detailed Statement of all Bonds and Securities recorded in the Provincial Secretary's office, since the last return submitted to the Legislative Assembly upon the 27th November, 1874; made in accordance with the provisions of the Statute of *Ontario*, 32 *Vic.*, cap. 29.

No. 23 ... Statement of amounts paid in each year from 1867 to 1875, for repairs and maintenance of the Departmental buildings, viz. : Parliament House, and East and West Wings.

No. 24 ... Return showing the Receipts of the Crown Lands Office in its different Departments during the year 1875, up to the date of said Return, as far as can be ascertained.

No. 25 ... Return of all Correspondence between the Government and the Board of Directors of the Eye and Ear Infirmary of *Toronto*.

No. 26 ... Return showing the number of applications for admission to the Lunatic and Idiot Asylums during the years 1874 and 1875, giving the number of applications from each County, the number of applications granted and those refused; also, by Counties; the number remaining on file at the present time; also, by Counties; the Orders or Rules of the Department regulating the admission of patients into each Asylum.

No. 27 ... Report on the School of Practical Science, from January, 1874, to June, 1875.

No. 28 ... Report of the Inspector of Division Courts.

No. 29 ... Return showing the amount of money expended in drainage by several municipalities, and the increase in value of the land so drained. (*Not Printed.*)

No. 30 ... Return respecting the amounts granted under the Acts establishing the Railway Aid and Railway Subsidy Funds; also showing the amounts paid under each Act, and specifying the portions of Railways so aided, and amounts still payable according to the terms of the said Resolutions of 1st December, 1875.

No. 31 ... Return showing the number of Division Court Clerks' offices inspected in the years 1873 and 1874, and the nine months ending 30th September, 1875, and a list of the names of those inspected in each year.

No. 32 .. Return in detail of all sums of money paid to contractors and other persons on the drainage works in the Townships of *Raleigh* and *Tilbury East*, the Return to specify the date of such payments, and to whom paid. (*Not Printed.*)

No. 33 ... Return of Correspondence and Papers relating to the following Railways:— *Belleville* and *North Hastings; Brockville* and *Ottawa; Cobourg, Peterborough* and *Marmora; Credit Valley; Dresden* and *Oil Springs; Grand Junction; Great Western; Hamilton* and *North Western; Huron* and *Quebec; Kingston* and *Pembroke; London, Huron* and *Bruce; Lake Simcoe Junction; L'Orignal* and *Caledonia; Midland; Montreal* and *Ottawa Junction; North Simcoe; Norfolk; Northern; Ontario* and *Pacific Junction; Ontario* and *Quebec; Ontario Mineral; Port Dover* and *Lake Huron; Port Whitby* and *Port Perry; Prince Edward County; Port Stanley, Strathroy* and *Port Franks; Stratford* and *Lake Huron; South Western; Trent Valley; Toronto, Grey* and *Bruce; Toronto* and *Nipissing; Victoria; Wellington, Grey* and *Bruce.*

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No. 35 ... Return showing the dates of the receipt by the Clerk of the House, of the Reports of the Judges in the several Contested Election cases which have been tried subsequent to the last General Election, in which the elections were voided, and the dates of the issue by the Clerk of his warrants, and by the Clerk of the Crown in Chancery of the Writs for the holding of the Elections which have taken place since the last General Election, and for copies of all instructions given to the Clerk of the Crown in Chancery in reference to the issue of such Writs, or any of them.

No. 36 ... Return of the number of prisoners received in each month at the Central Prison from its opening, and the respective gaols from which received; the number discharged during the same period, and the number now there; Also, a statement as to whether prisoners have been kept in continuous employment in accordance with the terms of the contract, and the nature of such employment.

No. 37 ... Second Report of the Commissioners for Consolidating the Statutes.

No. 38 ... Return showing the Revenue derived from the District of *Algoma*, from the 1st January, 1868, up to the 30th September last, including amount realised from sales of timber berths and mineral and other lands.

No. 39 ... Return showing the outlay on capital account expended on Normal and Model Schools till the 30th September, 1875; the average annual cost to the Province of each pupil attending these schools for the last two years; the number of pupils in each year for the last ten years, with the county they came from, distinguishing between male and female, and the average length of time they remained in the profession; the number of pupils taught by each teacher for the last two years, distinguishing each year.

No. 40 ... Return of the number of inquests held by Coroners throughout the Province of *Ontario* during the year 1874; how many of such inquests have been certified by the County Attorney in each County in which such inquests were held, as cases in which, in his opinion, it was necessary to hold inquests, and also how many of such inquests the said official in such county did not consider it necessary that an investigation should be held. Also showing the whole number of coroners in *Ontario* at present, with the amount of fees paid during the past year.

No. 41 ... Municipal Statistics of the Province of *Ontario* for the year 1873. (*Not Printed.*)

No. 42 ... Municipal Statistics of the Province of *Ontario* for the year 1874. (*Not Printed.*)

No. 43 ... Return of all moneys paid under the Railway Aid and Subsidy Acts, and respective roads to which paid, the number of miles constructed and under construction, together with the amount of bonuses, contribution of municipalities to the respective roads so aided, so far as the same is not in the possession of the House.

No. 44 ... Report of the Council of University College, *Toronto.* (*Not Printed.*)

No. 45 ... Return of all Correspondence and other documents in the possession of the Government relating to additional Normal Schools in the western parts of the Province.

No. 46 ... Return showing copies of all reports, recommendations and estimates, for the maintenance and improvement of the Educational Depository, from the Chief Superintendent of Education to any member of the Government during the years 1872, 1873, 1874 and 1875, with any correspondence thereon; copies of all proceedings of the Council of Public Instruction, or any of its Committees, in regard to the Depository during 1874 and 1875, with all correspondence and documents connected with such proceedings; copies of all proceedings of the same Council or its Committees, with any correspondence therewith in regard to the expenditure of one thousand dollars voted by this House in 1874 and 1875, for the revision of school text-books, except such as is already in possession of the House.

No. 47 ... Copies of the evidence, and all Reports made by the Commissioners appointed by the Government to inquire into the matters between the Townships of *McGillivray* and *Biddulph*, and the Counties of *Huron* and *Bruce*, in regard to Municipal Loan Fund indebtedness; except such as have been already brought down. (*Not Printed.*)

No. 48 ... Copies of the judgments delivered by the Judges selected for the trial of Election Petitions, in pursuance of the Controverted Elections Act of 1871, in the cases decided by them, and the judgments in appeal.

No. 49 ... Return showing the amount paid to each Returning Officer and his Deputies for their services at the last general election, and subsequent election with the dates of such payments. (*Not Printed.*)

No. 50 ... Papers relating to the Commission issued for the purpose of determining as to the conditions to be inserted in Fire Insurance Policies. (*Not Printed.*)

No. 51 ... Correspondence during the present Session with the Government in the matter of the *Huron* and *Ontario* Ship Canal, except such as is already brought down.

No. 52 ... Copies of all Correspondence between the Government of the Dominion and the Government of the Province of *Ontario*, relating to a grant of land by the Province of *Ontario*, in aid of the construction of the *French River* Branch of the *Canadian Pacific* Railway.

No. 53 ... Statement showing the gross receipts of each Sheriff in this Province for the years 1871 and 1874 respectively; and the expenses of the offices of such Sheriff for such years.

No. 54 ... Copy of that portion of the last Report of the Inspector of Registry Offices relating to the Registry Office of the West Riding of *Durham;* also, copies of any representations made by the County Council of *Northumberland* and *Durham*, with any correspondence with respect to the said office.

No. 55 ... Returns forwarded to the office of the Provincial Secretary, of all the Fees and Emoluments received by the Registrars of *Ontario* for the year 1875, made in accordance with the provisions of the Statute of *Ontario*, 31 *Vic.*, cap. 20, sec. 74.

No. 56 ... Return of the name of all Societies incorporated under an Act passed by this Legislature, intituled "An Act to incorporate Benevolent, Provident and other Societies;" also all correspondence between any member of the Government, or any judicial or other officials of the Province, in reference to the carrying out of the Act.

No. 57 ... Copies of all Correspondence between the Government or any member thereof and any official in the employment of the Government with respect to the steps that have been taken for the purpose of obtaining a supply of water for the use of the London Lunatic Asylum. (*Not Printed.*)

No. 58 ... Report of Chief Justice *Wood*, respecting claims made to the reward offered for the apprehension of the murderers of *Thomas Scott.*

No. 59 ... Return from the Records of the Elections, showing the aggregate number of votes polled for each candidate in each Electoral Division in which there has been a contest, the total number polled in each such division, and the number of votes on the Voters' Lists of the same respectively, and the population of each constituency, as shown by the last census.

No. 60 ... Report on Immigration for the year 1875.

REPORT

OF THE

REGISTRAR-GENERAL

OF THE

PROVINCE OF ONTARIO,

FOR THE YEAR ENDING 31ST DECEMBER,

1874.

Printed by Order of the Legislative Assembly.

Toronto:
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1876.

REPORT

OF THE

REGISTRAR-GENERAL

OF THE

PROVINCE OF ONTARIO,

FOR THE YEAR ENDING 31ST DECEMBER,

1874.

REGISTRAR-GENERAL'S OFFICE,
TORONTO, November 20th, 1875.

To His Honour the Honourable D. A. Macdonald, Lieutenant-Governor of the Province of Ontario.

I have the honour to present the sixth Annual Report of the Births, Marriages and Deaths registered during the year ending 31st December, 1874, in this Province.

The returns shew the registration of 28,273 births, against 27,552 for 1873; of 10,925 marriages, against 10,998 for 1873; of 10,352 deaths, against 11,069 for 1873.

BIRTHS.

BY MONTHS.

COUNTIES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Sex not stated.	Total.	No. of Pairs of Twins.	Triplets.	Illegitimate.	Still-born.
Algoma :																		
Male	4	3	4	3	8	3	4	4	2	9	2	3	.....	49	.....	.....	.....	.....
Female	3	2	1	4	2	0	2	6	2	1	5	2	.....	30	.....	.....	.....	.....
Total	7	5	5	7	10	3	6	10	4	10	7	5	.....	79	.....	.....	1	.....
Brant :																		
Male	23	21	33	22	22	23	19	19	26	26	20	28	.....	282	.....	.....	.....	.....
Female	17	24	33	25	14	28	15	33	35	24	18	27	.....	293	.....	.....	.....	.....
Total	40	45	66	47	36	51	34	52	61	50	38	55	.....	575	14	.....	1	.....
Bruce :																		
Male	36	32	44	37	27	23	28	28	33	34	23	20	.....	365	.....	.....	.....	.....
Female	32	27	36	33	29	27	25	34	22	33	23	15	.....	336	.....	.....	.....	.....
Total	68	59	80	70	56	50	53	62	55	67	46	35	.....	701	8	.....	.....	2
Carleton :																		
Male	32	25	30	23	35	32	30	30	32	34	19	22	1	345	.....	.....	.....	.....
Female	27	23	31	24	22	32	24	32	34	22	20	24	1	316	.....	.....	.....	.....
Total	59	48	61	47	57	64	54	62	66	56	39	46	2	661	4	.....	2	3
Elgin :																		
Male	20	28	20	19	19	18	16	19	19	19	16	14	.....	227	.....	.....	.....	.....
Female	14	13	18	19	16	23	16	19	14	18	12	13	.....	195	.....	.....	.....	.....
Total	34	41	38	38	35	41	32	38	33	37	28	27	.....	422	3	.....	.....	.....
Essex :																		
Male	34	25	28	32	32	20	23	32	29	33	32	26	1	347	.....	.....	.....	.....
Female	35	31	38	20	18	25	28	28	30	28	21	24	.....	326	.....	.....	.....	.....
Total	69	56	66	52	50	45	51	60	59	61	53	50	1	673	9	1	1	1

Frontenac:																		
Male	16	16	11	20	15	11	18	11	12	8	21	11	.....	170	.....	.....	.....	.....
Female	11	20	13	15	7	11	9	20	5	16	21	10	.....	158	.....	.....	.....	.....
Total	27	36	24	35	22	22	27	31	17	24	42	21	.....	328	4	.....	3	.....
Grey:																		
Male	46	41	60	59	39	34	39	30	48	39	34	47	.....	516	.....	.....	.....	.....
Female	37	43	55	36	34	37	36	42	28	43	36	38	.....	465	.....	.....	.....	.....
Total	83	84	115	95	73	71	75	72	76	82	70	85	.....	981	6	.....	2	.....
Haldimand:																		
Male	33	20	38	29	16	21	18	28	20	19	22	17	.....	281	.....	.....	.....	.....
Female	23	16	30	32	25	21	23	25	18	23	23	16	.....	275	.....	.....	.....	.....
Total	56	36	68	61	41	42	41	53	38	42	45	33	.....	556	5	.....	2	5
Halton:																		
Male	20	20	26	16	25	30	19	26	20	28	19	14	.....	263	.....	.....	.....	.....
Female	17	17	28	28	14	27	21	18	25	18	24	27	.....	264	.....	.....	.....	.....
Total	37	37	54	44	39	57	40	44	45	46	43	41	.....	527	3	.....	4	1
Hastings:																		
Male	36	27	30	34	25	25	36	24	28	18	21	23	2	329	.....	.....	.....	.....
Female	25	30	40	36	23	25	25	33	28	19	17	20	1	322	.....	.....	.....	.....
Total	61	57	70	70	48	50	61	57	56	37	38	43	3	651	8	.....	3	3
Huron:																		
Male	58	56	62	51	66	37	60	53	55	53	39	50	.....	640	.....	.....	.....	.....
Female	51	58	64	57	50	41	45	49	49	48	51	47	.....	610	.....	.....	.....	.....
Total	109	114	126	108	116	78	105	102	104	101	90	97	.....	1250	15	.....	2	3
Kent:																		
Male	30	37	52	42	28	26	36	43	44	28	28	32	1	427	.....	.....	.....	.....
Female	30	34	28	33	33	27	40	40	35	33	21	32	1	387	.....	.....	.....	.....
Total	60	71	80	75	61	53	76	83	79	61	49	64	2	814	7	1	5	.....
Lambton:																		
Male	29	21	37	26	21	30	20	26	27	23	15	24	1	300	.....	.....	.....	.....
Female	24	22	25	32	28	15	17	27	28	26	24	19	2	289	.....	.....	.....	.....
Total	53	43	62	58	49	45	37	53	55	49	39	43	3	589	8	.....	.....	.....

BIRTHS BY MONTHS—*Continued.*

COUNTIES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Sex not stated.	Total.	No. of Pairs of Twins.	Triplets.	Illegitimate.	Still-born.
Lanark:																		
Male	19	20	27	21	26	16	15	31	21	14	27	20	.....	257	.....	.....	.....	.....
Female	19	22	24	20	15	17	14	24	20	18	16	23	.....	232	.....	.....	.....	.....
Total	38	42	51	41	41	33	29	55	41	32	43	43	.....	489	2	.....	1	2
Leeds and Grenville:																		
Male	35	44	48	37	44	31	30	38	24	32	39	34	.....	436	.....	.....	.....	.....
Female	33	40	49	45	39	28	24	38	32	33	32	28	1	422	.....	.....	.....	.....
Total	68	84	97	82	83	59	54	76	56	65	71	62	1	858	5	.....	3	1
Lennox and Addington:																		
Male	19	22	24	21	15	18	17	10	27	18	13	17	2	223	.....	.....	.....	.....
Female	11	14	19	21	16	15	11	16	26	20	15	14	1	199	.....	.....	.....	.....
Total	30	36	43	42	31	33	28	26	53	38	28	31	3	422	3	.....	1	5
Lincoln:																		
Male	13	33	25	24	12	17	34	17	24	22	18	19	.....	258	.....	.....	.....	.....
Female	15	24	31	18	23	22	24	19	15	21	32	24	.....	268	.....	.....	.....	.....
Total	28	57	56	42	35	39	58	36	39	43	50	43	.....	526	10	.....	6	.....
Middlesex:																		
Male	49	59	78	46	69	63	59	63	50	48	54	58	.....	696	.....	.....	.....	.....
Female	53	35	66	44	52	57	54	52	51	51	50	42	1	608	.....	.....	.....	.....
Total	102	94	144	90	121	120	113	115	101	99	104	100	1	1304	20	.....	3	1
Muskoka:																		
Male	10	14	14	10	13	9	11	6	12	12	8	9	.....	128	.....	.....	.....	.....
Female	14	9	12	11	14	15	12	13	14	11	5	8	.....	138	.....	.....	.....	.....
Total	24	23	26	21	27	24	23	19	26	23	13	17	.....	266	1	.....	1	.....

Norfolk																		
Male	33	25	36	38	27	22	28	28	38	32	24	19	.... ..	350	.....	.....	.....	.....
Female	32	20	45	40	34	23	30	27	29	34	20	24	.....	358	.....	.....	.....	.....
Total	65	45	81	78	61	45	58	55	67	66	44	43	.....	708	6	.....	6	2
Northumberland and Durham:																		
Male	38	41	44	46	37	41	37	40	30	39	39	37	... .	469	.....	....	.. ....	.....
Female	35	32	48	39	40	31	25	31	32	35	38	29	1	416	.....	.....	.....	.....
Total	73	73	92	85	77	72	62	71	62	74	77	66	1	885	4	.....	2	1
Ontario:																		
Male	27	32	43	33	28	24	37	26	30	25	34	35	2	376	.....	.....	.....	.....
Female	22	26	46	27	27	30	33	24	23	27	23	24	1	333	.....	.....	.....	.....
Total	49	58	89	60	55	54	70	50	53	52	57	59	3	709	2	.....	1	.. ....
Oxford:																		
Male	35	53	47	59	45	39	43	44	51	48	52	47	.....	563	.....	.....	.....	.....
Female	36	36	56	39	53	30	30	37	48	33	43	31	.....	472	... .	.....	.....	.....
Total	71	89	103	98	98	69	73	81	99	81	95	78	.....	1035	10	.....	11	4
Parry Sound:																		
Male	6	5	7	5	3	3	7	6	7	1	.....	4	.....	54	.....	.....	.....	.....
Female	6	6	2	5	3	1	4	2	3	2	1	3	.....	38	.....	.....	... ...	.....
Total	12	11	9	10	6	4	11	8	10	3	1	7	.....	92	4	.....	.....	.....
Peel:																		
Male	19	12	21	19	14	28	25	32	21	30	21	23	.....	265	.....	.....	.....	.....
Female	13	13	16	18	22	19	20	17	20	25	11	16	2	212	.....	.....	....	.....
Total	32	25	37	37	36	47	45	49	41	55	32	39	2	477	2	.....	7	.....
Perth:																		
Male	31	42	55	45	37	38	27	45	35	32	34	30	.....	451	.....	.....	.....	.....
Female	28	25	47	37	39	26	33	42	37	36	33	26	.....	409	.....	.....	.....	.....
Total	59	67	102	82	76	64	60	87	72	68	67	56	.....	860	6	.....	2	.....
Peterborough:																		
Male	15	13	17	12	16	6	10	17	14	13	11	9	.....	153	.....	.....	.....	.....
Female	9	21	19	11	11	14	8	12	8	11	11	8	.....	143	.....	.....	.....	.....
Total	24	34	36	23	27	20	18	29	22	24	22	17	.....	296	2	.....	.....	.....

BIRTHS BY MONTHS—*Concluded.*

COUNTIES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Sex not stated.	Total.	No. of Pairs of Twins.	Triplets.	Illegitimate.	Still-born.
Prescott and Russell:																		
Male	39	21	34	32	27	28	24	17	19	22	14	22	1	300	.....	.....	.....	.....
Female	25	21	20	21	17	27	23	22	17	19	19	8	.....	239	.....	.....	.....	.....
Total	64	42	54	53	44	55	47	39	36	41	33	30	1	539	6	.....	.....	.....
Prince Edward:																		
Male	10	23	15	15	10	7	13	8	15	13	6	10	1	146	.....	.....	.....	.....
Female	10	10	15	9	11	10	11	7	11	10	5	13	.....	122	.....	.....	.....	.....
Total	20	33	30	24	21	17	24	15	26	23	11	23	1	268	3	.....	1	.....
Renfrew:																		
Male	23	32	35	36	34	45	29	23	15	19	23	18	.....	332	.....	.....	.....	.....
Female	32	37	47	34	36	34	29	26	22	24	21	23	.....	365	.....	.....	.....	.....
Total	55	69	82	70	70	79	58	49	37	43	44	41	.....	697	4	.....	5	2
Simcoe:																		
Male	47	47	57	53	50	54	46	43	49	45	48	40	1	580	.....	.....	.....	.....
Female	49	48	43	56	51	45	56	46	47	46	38	51	2	578	.....	.....	.....	.....
Total	96	95	100	109	101	99	102	89	96	91	86	91	3	1158	10	.....	4	1
Stormont, Dundas, and Glengarry:																		
Male	34	31	28	32	28	12	20	22	34	27	27	35	.....	330	.....	.....	.....	.....
Female	34	23	26	22	22	27	21	21	28	25	20	34	.....	303	.....	.....	.....	.....
Total	68	54	54	54	50	39	41	43	62	52	47	69	.....	633	5	.....	3	1
Thunder Bay:																		
Male	.....	.....	.....	.....	.....	.....	2	1	3	1	2	1	.....	10	.....	.....	.....	.....
Female	.....	.....	.....	.....	.....	.....	3	.....	1	1	1	2	.....	8	.....	.....	.....	.....
Total	.....	.....	.....	.....	.....	.....	5	1	4	2	3	3	.....	18	.....	.....	.....	.....

Victoria:																		
Male	23	12	27	11	15	13	24	26	29	21	15	20	.....	236	.....	.....	.....	.....
Female	12	17	18	16	13	19	24	19	21	24	19	13	.....	215	.....	.....	.....	.....
Total	35	29	45	27	28	32	48	45	50	45	34	33	.....	451	1	.....	3	.....
Waterloo:																		
Male	47	53	62	55	44	35	43	44	36	51	53	44	2	569	.....	.....	.....	.....
Female	32	48	69	34	35	43	55	32	37	41	37	48	1	512	.....	.....	.....	.....
Total	79	101	131	89	79	78	98	76	73	92	90	92	3	1081	10	.....	9	4
Welland:																		
Male	36	24	39	29	28	17	30	23	28	23	23	22	.....	322	.....	.....	.....	.....
Female	25	28	25	21	22	29	23	33	27	23	27	25	.....	308	.....	.....	.....	.....
Total	61	52	64	50	50	46	53	56	55	46	50	47	.....	630	2	.....	3	.....
Wellington:																		
Male	54	59	64	64	61	61	53	67	54	50	59	45	1	692	.....	.....	.....	.....
Female	41	50	65	71	52	49	39	60	54	54	51	52	1	639	.....	.....	.....	.....
Total	95	109	129	135	113	110	92	127	108	104	110	97	2	1331	4	.....	2	2
Wentworth:																		
Male	45	39	60	37	50	54	57	55	64	59	53	53	1	627	.....	.....	.....	.....
Female	56	56	63	46	54	38	56	65	52	39	39	46	.....	610	.....	.....	.....	.....
Total	101	95	123	83	104	92	113	120	116	98	92	99	1	1237	15	.....	4	4
York:																		
Male	105	103	138	137	97	114	93	105	111	101	116	88	1	1309	.....	.....	.....	.....
Female	99	107	104	90	106	83	92	96	113	87	103	106	1	1187	.....	.....	.....	.....
Total	204	210	242	227	203	197	185	201	224	188	219	194	2	2496	24	.....	92	4
Total Males	1229	1231	1520	1330	1208	1128	1180	1210	1236	1169	1124	1090	18	14673	.....	.....	.....	.....
Do Females	1087	1128	1415	1189	1122	1071	1080	1187	1141	1102	1026	1035	17	13600	.....	.....	.....	.....
Grand Total	2316	2359	2935	2519	2330	2199	2260	2397	2377	2271	2150	2125	35	28273	255	2	196	52

This Table shews the number of births registered in the Province during the year to have been 28,273—14,655 males, 13,583 females, and 35 sex not given—being an increase of 721 over returns for 1873.

Dual Births.—255 dual births were returned in 1874, shewing an increase of 55 over the returns for last year The District Registrar of the County of York returned 24 occurrences, being the greatest number from any one County.

Triplets.—Two cases of triplets were returned—one from the County of Essex, and one from the County of Kent.

Illegitimate Children.—The number in this class is 196, a decrease of 33 compared with last year's return, being one illegitimate birth in each 144 of all the births registered in the Province during the year 1874.

ORDER OF BIRTHS BY MONTHS.

	Months.	Males.	Females.	Total.
1	March	1520	1415	2935
2	April	1330	1189	2519
3	August	1210	1187	2397
4	September	1236	1141	2377
5	February	1231	1128	2359
6	May	1208	1122	2330
7	January	1229	1087	2316
8	October	1169	1102	2271
9	July	1180	1080	2260
10	June	1128	1071	2199
11	November	1124	1026	2150
12	December	1090	1035	2125

The greatest number of births in any one month occurred in March, and the least number in December.

1,520 males and 1,415 females were born in the former, and 1,090 males and 1,035 females in the latter month.

The following exhibits the births by quarterly returns :—

	Males.	Females.	Total.
Quarter ending March 31st.....	3980	3630	7610
" " June 30th,.....	3666	3382	7048
" " September 30th..	3626	3408	7034
" " December 31st ..	3383	3163	6546

The average number of births within the several specified periods of time is as fol lows :—

For	the	year,	14,673	males,	13,600	females,	28,273	Total.
"	"	month,	1223	"	1,133	"	2,356	"
"	"	week,	282	"	261	"	543	"
"	"	day,	40	"	37	"	77	"

The difference between male and female births in 1874 maintains nearly the same ratio as in previous years.

In 1872 the difference in favour of the	males	was....			1027
" 1873	"	"	"	....	1037
" 1874	"	"	"	.. .	1073

MARRIAGES.

The following Table shews the number of marriages returned as having been solemnized during the year 1874, the religious denomination of the parties married, and whether by License or Banns—the total number being 10,925 couples, a decrease of 73 from last year :—

COUNTIES.	Where Bride and Bridegroom were of the same Religious Denomination.											Where Bride and Bridegroom were of different Denominations.	Total.	No Denomination given.	Grand Total.	How Married.			
	Episcopalian.	Presbyterian.	Methodist.	Roman Catholic.	Baptist.	Congregational.	Lutheran.	Quaker.	Mennonite.	Bible Christian.	Other Denominations.					License.	Banns.	Not stated.	Total
Algoma	4	2	5	.....	.....	.....	.....	.....	.....	.....	.....	3	14	....	14	13	1	.....	14
Brant	21	17	81	13	26	5	.....	.....	.....	.....	1	86	250	1	251	237	13	1	251
Bruce	17	80	56	37	6	.....	7	.....	.....	.....	3	58	264	5	269	220	49	.....	269
Carleton	59	42	52	38	4	.....	.....	.....	.....	.....	.....	83	278	2	280	245	35	.....	280
Elgin	15	25	77	6	42	3	1	.....	.....	2	4	80	255	2	257	243	13	1	257
Essex	32	3	88	112	9	1	1	.....	.....	.....	1	44	291	7	298	185	113	.....	298
Frontenac	35	19	94	30	.....	.....	.....	.....	.....	.....	5	34	234	1	235	204	29	2	235
Grey	36	72	82	10	3	.....	14	1	.....	1	.....	87	306	1	307	277	30	.....	307
Haldimand	14	7	60	6	5	.....	13	.....	.....	.....	.....	49	156	5	161	143	18	.....	161
Halton	14	23	44	1	2	.....	.....	.....	.....	.....	.....	51	135	1	136	135	1	.....	136
Hastings	41	24	190	41	.....	2	17	.....	2	21	5	73	383	9	392	344	34	14	392
Huron	33	102	96	25	19	.....	1	.....	.....	1	6	74	372	2	374	318	51	5	374
Kent	18	26	67	6	9	.....	1	.....	.....	.....	1	93	285	9	294	254	38	2	294
Lambton	45	60	29	13	3	2	.....	.....	.....	.....	1	102	246	....	246	234	11	1	246
Lanark	42	43	113	13	7	.....	.....	.....	.....	.....	.....	87	240	4	244	229	13	2	244
Leeds and Grenville	12	7	118	10	.....	.....	1	1	.....	.....	.....	98	316	....	316	295	21	.....	316
Lennox and Addington	39	15	84	3	11	.....	3	.....	3	.....	4	46	195	....	195	183	12	.....	195
Lincoln	87	81	118	16	31	6	.....	.....	.....	9	.....	77	239	4	243	226	17	.....	243
Middlesex	6	4	10	2	1	.....	2	.....	.....	.....	1	153	501	1	502	480	22	.....	502
Muskoka	20	7	71	.....	51	.....	5	.....	.....	.....	2	10	36	....	36	27	9	.....	36
Norfolk	43	54	187	1	5	3	.....	.....	.....	39	3	92	248	4	252	228	24	.....	252
Northumberland and Durham	31	55	97	12	9	2	.....	1	.....	17	3	160	195	2	197	190	3	4	197
Ontario	18	67	82	12	27	4	4	1	1	2	1	82	309	10	319	296	11	12	319
Oxford												122	341	6	347	324	20	3	347

Parry Sound	4	.....	5	.....	.....	.....	2	.....	.....	.....	.....	9	20		20	19	1	.....	20
Peel	9	30	49	1	2	.....	.....	1	.....	.....	.....	38	130		130	129	1	.....	130
Perth	29	67	56	11	....	1	31	...	3	14	8	90	310	6	316	291	23	2	316
Peterborough	21	27	39	8	2	.....	.....	.....	.....	12	....	71	180	3	183	171	10	2	183
Prescott and Russell	4	8	6	94	2	.....	.....	.....	.....	1	.....	14	129	....	129	44	84	1	129
Prince Edward	5	3	80	.....	.....	.....	.....	1	.....	.....	2	30	124	....	124	121	3	.....	124
Renfrew	23	50	18	75	.....	.....	10	.....	.....	2	2	52	232	....	232	165	65	2	232
Simcoe	42	87	97	39	5	.....	1	.....	.....	.....	.....	142	413	2	415	369	45	1	415
Stormont, Dundas and Glengarry	11	81	47	78	4	2	2	.....	.....	.....	.....	60	285	....	285	211	65	9	285
Thunder Bay	1	1	5	1	.....	.....	1	.....	.....	.....	.....	6	15	....	15	13	1	1	15
Victoria	36	18	44	29	2	.....	.....	1	.....	17	.....	52	199	....	199	172	26	1	199
Waterloo	11	36	23	26	5	.....	112	.....	33	3	.....	83	332	8	340	309	31	.....	340
Welland	22	13	39	20	2	.....	3	2	.....	.....	10	65	176	6	182	159	18	5	182
Wellington	30	98	77	23	4	1	2	1	.....	.....	3	148	387	1	388	362	25	1	388
Wentworth	51	47	170	47	6	2	10	.....	.....	.....	3	134	470	3	473	415	58	.....	473
York	233	95	219	81	32	8	5	4	4	11	13	317	1022	7	1029	935	85	9	1029
Totals	1248	1522	2955	976	337	42	249	20	47	155	87	3175	10813	112	10925	9715	1129	81	10925

In the year under review 112 marriages were returned without the religious denomination being given, against 131 last year, which is a slight improvement. It is to be regretted that any omission in this particular should occur at all, the information being so easily ascertained from the parties by the clergyman at the time of performing the ceremony.

The quarterly returns of marriages exhibit the numbers as hereunder, in the order of priority :—

For the quarter ending December 31st	3,282
" " March "	2,905
" " June 30th	2,383
" " September "	2,323
Date of marriage omitted	32
Total	10,925

The following Table shews the number of Marriages solemnized each month during the year 1874 :—

MARRIAGES BY MONTHS.

COUNTIES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	No date given.	TOTAL
Algoma	2	1	2	....	....	1	1	3	1	3	....	.....	....	14
Brant	25	15	17	18	19	11	17	11	27	27	30	34	....	251
Bruce	26	37	19	22	10	14	21	18	17	31	20	32	2	269
Carleton	19	16	26	19	25	28	30	16	30	25	22	24	....	280
Elgin	29	16	24	19	19	16	19	16	20	19	31	29	....	257
Essex	26	37	13	22	27	21	14	18	19	33	34	32	2	298
Frontenac	22	19	15	17	12	21	13	12	25	23	14	35	7	235
Grey	43	34	40	16	18	15	16	14	8	27	27	49	....	307
Haldimand	28	16	11	13	5	9	11	7	10	23	13	15	....	161
Halton	14	4	16	9	16	9	8	10	6	13	10	21	....	136
Hastings	37	33	26	32	18	19	43	28	40	34	41	41	....	392
Huron	34	41	42	24	16	26	19	13	37	41	35	46	....	374
Kent	19	13	21	27	23	23	19	17	21	30	33	48	....	294
Lambton	34	6	13	17	17	24	16	18	20	23	11	46	1	246
Lanark	28	12	19	34	13	19	19	12	21	19	21	26	1	244
Leeds and Grenville	30	38	39	28	25	13	22	15	24	26	21	35	....	316
Lennox and Addington	17	14	18	17	10	13	12	9	23	20	17	23	2	195
Lincoln	21	18	18	18	17	14	20	18	24	28	12	35	....	243
Middlesex	45	46	27	47	39	37	24	25	59	49	43	60	1	502
Muskoka	6	5	7	.....	2	4	3	1	1	1	2	4	....	36
Norfolk	19	19	24	11	16	19	18	24	16	22	26	38	....	252
Northumberland and Durham	46	30	49	27	27	40	31	26	40	55	41	82	3	497
Ontario	47	28	28	25	18	18	21	13	25	26	27	43	....	319
Oxford	34	33	38	23	27	24	26	16	25	29	25	45	2	347
Parry Sound	1	1	....	1	....	4	2	....	4	4	....	3	....	20
Peel	13	15	18	9	7	5	6	6	13	9	12	17	....	130
Perth	36	37	33	21	21	26	19	12	25	28	20	37	1	316
Peterborough	15	19	30	18	4	10	7	6	10	12	19	33	....	183
Prescott and Russell	7	11	4	13	6	20	12	14	16	10	12	4	....	129
Prince Edward	12	5	18	9	10	6	5	9	18	10	8	14	....	124
Renfrew	24	17	12	37	21	22	20	19	15	16	13	16	....	232
Simcoe	45	39	33	46	26	31	32	16	35	33	33	44	2	415
Stormont, Dundas and Glengarry	41	34	27	24	13	17	22	11	25	23	21	23	4	285
Thunder Bay	.....	.....	.....	.....	.....	3	2	1	2	4	3	.....	....	15
Victoria	18	14	15	24	6	9	13	15	20	17	18	30	....	199
Waterloo	36	33	29	27	26	24	13	10	40	25	33	44	....	340
Welland	11	17	9	7	15	20	13	9	20	27	16	18	....	182
Wellington	47	30	35	40	21	16	27	17	27	39	29	60	....	388
Wentworth	44	37	35	27	46	39	40	28	36	49	48	44	....	473
York	80	70	64	89	84	91	93	62	114	100	85	93	4	1029
Totals	1081	910	914	877	725	781	769	595	959	1033	926	1323	32	10925

In 1874, as in 1873, the maximum and minimum of marriages occurred in December and August.

The average number of marriages per quarter was 2,731
" " " month " 910
" " " week " 210
" " " day " 30

MARRIAGES BY AGES.

MARRIAGES

TABLE exhibiting the respective ages of the

COUNTIES.	Sex.	No. of Couples.	Under 20.	20 and under 25.	25 and under 30	30 and under 35	35 and under 40	40 and under 45
Algoma	M....		1	6	3	1	1	.....
	F....		6	2	3	1	2	.....
	Total..	14	7	8	6	2	3	.....
Brant	M....		5	108	72	30	8	11
	F....		60	120	39	15	5	3
	Total..	251	65	228	111	45	13	14
Bruce	M....		1	100	95	33	17	9
	F....		68	132	42	12	8	.....
	Total..	269	69	232	137	45	25	9
Carleton	M....		1	91	98	46	22	7
	F....		46	139	59	18	5	3
	Total..	280	47	230	157	64	27	10
Elgin	M....		2	94	83	38	14	8
	F....		64	115	42	15	7	6
	Total..	257	66	209	125	53	21	14
Essex	M....		4	144	81	30	19	10
	F....		116	114	35	14	8	5
	Total..	298	120	258	116	44	27	15
Frontenac	M....		4	87	82	24	13	5
	F....		55	105	46	12	1	5
	Total..	235	59	192	128	36	14	10
Grey	M....		.....	130	119	30	13	3
	F....		81	160	41	14	6	1
	Total..	307	81	290	160	44	19	4
Haldimand	M....		2	77	47	18	4	4
	F....		41	87	24	6	2	.....
	Total..	161	43	164	71	24	6	4
Halton	M....		.....	47	43	22	7	6
	F....		27	69	28	6	3	.....
	Total..	136	27	116	71	28	10	6
Hastings	M....		9	140	127	40	19	10
	F....		96	149	68	24	4	6
	Total..	392	105	289	195	64	23	16
Huron	M....		1	132	137	52	25	8
	F....		79	198	68	14	7	2
	Total..	374	80	330	205	66	32	10
Kent	M....		2	114	119	23	14	7
	F....		77	129	47	25	5	6
	Total..	294	79	243	166	48	19	13
Lambton	M....		.....	78	97	29	18	7
	F....		66	114	36	8	13	3
	Total..	246	66	192	133	37	31	10

BY AGES.

parties married during the year under review :—

45 and under 50.	50 and under 55.	55 and under 60.	60 and under 65.	65 and under 70.	70 and under 75.	75 and under 80.	Over 80.	Ages not given.	Total
1	.....	.....	.....	.....	.....	.....	.....	1	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	14
1	.....	.....	.....	.....	.....	.....	.....	1	28
5	3	1	4	1	3	.....	.....	.....	251
3	2	.....	3	.....	.....	.....	.....	1	251
8	5	1	7	1	3	.....	.....	1	502
6	3	3	.....	.....	.....	.....	.....	2	269
2	2	1	.....	.....	.....	.....	.....	2	269
8	5	4	.....	.....	.....	.....	.....	4	538
2	1	4	1	2	.....	.....	.....	5	280
2	1	.....	.....	.....	.....	.....	.....	7	280
4	2	4	1	2	.....	.....	.....	12	560
7	2	3	1	1	4	.....	.....	.....	257
6	.....	1	.....	.....	.....	.....	.....	1	257
13	2	4	1	1	4	.....	.....	1	514
2	3	.....	2	.....	1	1	.....	1	298
2	2	.....	2	.....	.....	.....	.....	.....	298
4	5	.....	4	.....	1	1	.....	1	596
4	7	3	.....	1	.....	.....	.....	5	235
4	.....	1	.....	.....	.....	.....	.....	6	235
8	7	4	.....	1	.....	.....	.....	11	470
5	2	1	1	2	.....	.....	1	.....	307
2	.....	1	.....	1	.....	.....	.....	.....	307
7	2	2	1	3	.....	.....	1	.....	614
5	4	.....	.....	.....	.....	.....	.....	.....	161
1	.....	.....	.....	.....	.....	.....	.....	.....	161
6	4	.....	.....	.....	.....	.....	.....	.....	322
3	6	.....	2	.....	.....	.....	.....	.....	136
1	.....	2	.....	.....	.....	.....	.....	.....	136
4	6	2	2	.....	.....	.....	.....	.....	272
8	8	2	.....	.....	1	.....	.....	28	392
3	2	1	.....	1	1	.....	.....	37	392
11	10	3	.....	1	2	.....	.....	65	784
6	4	4	1	1	1	1	.....	1	374
2	1	.....	2	.....	1	.....	.....	.....	374
8	5	4	3	1	2	1	.....	1	748
5	4	4	1	.....	1	.....	.....	.....	294
3	1	1	.....	.....	.....	.....	.....	.....	294
8	5	5	1	.....	1	.....	.....	.....	588
7	1	4	2	1	1	.....	1	.....	246
3	2	.....	.....	.....	.....	.....	.....	1	246
10	3	4	2	1	1	.....	1	1	492

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MARRIAGES

COUNTIES.	Sex.	No. of Couples.	Under 20.	20 and under 25.	25 and under 30	30 and under 35	35 and under 40	40 and under 45
Lanark	M....		1	77	99	31	15	8
	F....		33	128	53	10	11	3
	Total..	244	34	205	152	41	26	11
Leeds and Grenville	M....		3	116	117	34	20	12
	F....		56	160	62	20	8	6
	Total..	316	59	276	179	54	28	18
Lennox and Addington	M....		6	66	72	18	11	9
	F....		42	93	33	11	10	3
	Total..	195	48	159	105	29	21	12
Lincoln	M....		4	106	81	26	11	4
	F....		56	118	41	14	8	1
	Total..	243	60	224	122	40	19	5
Middlesex	M....		6	176	172	67	33	14
	F....		102	226	94	33	15	14
	Total..	502	108	402	266	100	48	28
Muskoka	M....		.....	14	18	3	.....	.....
	F....		15	14	7	.....	.....	.....
	Total..	36	15	28	25	3	.....	.....
Norfolk	M....		5	127	56	22	9	9
	F....		74	111	32	11	7	7
	Total..	252	79	238	88	33	16	16
Northumberland & Durham	M....		7	226	162	42	27	14
	F....		101	264	87	19	11	5
	Total..	497	108	490	249	61	38	19
Ontario	M....		4	121	106	47	15	8
	F....		63	158	67	10	7	2
	Total..	319	67	279	173	57	22	10
Oxford	M....		5	133	110	38	21	19
	F....		77	167	65	19	7	5
	Total..	347	82	300	175	57	28	24
Parry Sound	M....		.....	8	7	4	1	.....
	F....		7	8	4	1	.....	.....
	Total..	20	7	16	11	5	1	.....
Peel	M....		1	36	48	20	5	6
	F....		27	54	30	9	5	.....
	Total..	130	28	90	78	29	10	6
Perth	M....		.....	126	125	27	12	11
	F....		76	164	53	10	4	3
	Total..	316	76	290	178	37	16	14
Peterborough	M....		2	73	62	24	11	7
	F....		34	102	39	4	1	1
	Total..	183	36	175	101	28	12	8

BY AGES.—*Continued.*

45 and under 50.	50 and under 55.	55 and under 60.	60 and under 65.	65 and under 70.	70 and under 75.	75 and under 80.	Over 80.	Ages not given.	TOTAL
2	2	3	1	.....	.....	1	.....	4	244
3	.....	.....	.....	.....	.....	.....	.....	3	244
5	2	3	1	.....	.....	1	.....	7	488
.....	5	5	2	2	.....	.....	.....	.....	316
3	1	.....	.....	.....	.....	.....	.....	.....	316
3	6	5	2	2	.....	.....	.....	.....	632
2	6	.....	4	.....	.....	1	.....	.....	195
2	.....	.....	.....	1	.....	.....	.....	.....	195
4	6	.....	4	1	.....	1	.....	.....	390
2	2	2	3	.....	1	1	.....	.....	243
1	.....	3	.....	.....	.....	.....	.....	1	243
3	2	5	3	.....	1	1	.....	1	486
19	6	4	2	2	.....	.....	.....	1	502
6	3	3	2	2	.....	.....	.....	2	502
25	9	7	4	4	.....	.....	.....	3	1004
1	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	36
1	.....	.....	.....	.....	.....	.....	.....	.....	72
10	5	4	2	1	2	.....	.....	.....	252
2	3	2	3	.....	.....	.....	.....	.....	252
12	8	6	5	1	2	.....	.....	.....	504
5	4	3	5	.....	2	.....	.....	.....	497
2	3	1	1	1	.....	.....	.....	2	497
7	7	4	6	1	2	.....	.....	2	994
5	6	2	2	2	.....	.....	.....	1	319
6	2	2	1	.....	.....	.....	.....	1	319
11	8	4	3	2	.....	.....	.....	2	638
8	3	3	2	3	1	.....	.....	1	347
3	1	1	.....	.....	.....	.....	.....	2	347
11	4	4	2	3	1	.....	.....	3	694
.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	40
5	4	1	1	.....	2	.....	.....	1	130
2	.....	.....	1	.....	.....	1	.....	1	130
7	4	1	2	.....	2	1	.....	2	260
7	1	2	4	.....	.....	.....	.....	1	316
1	2	2	.....	1	.....	.....	.....	.....	316
8	3	4	4	1	.....	.....	.....	1	632
2	2	.....	.....	.....	.....	.....	.....	.....	183
1	1	.....	.....	.....	.....	.....	.....	.....	183
3	3	.....	.....	.....	.....	.....	.....	.....	366

MARRIAGES

COUNTIES.	Sex.	No. of Couples.	Under 20.	20 and under 25.	25 and under 30	30 and under 35	35 and under 40	40 and under 45
Prescott and Russell	M....		8	57	31	18	6	2
	F....		48	50	18	6	5	.....
	Total..	129	56	107	49	24	11	2
Prince Edward	M....		.....	52	43	11	8	6
	F....		27	61	24	5	4	1
	Total..	248	27	113	67	16	12	7
Renfrew	M....		1	93	82	33	10	5
	F....		68	105	48	5	3	2
	Total..	232	69	198	130	38	13	7
Simcoe	M....		5	146	168	51	20	7
	F....		130	179	65	15	13	3
	Total..	415	135	325	233	66	33	10
Stormont, Dundas and Glengarry	M....		4	90	85	45	22	10
	F....		52	126	54	23	7	.....
	Total..	285	56	216	139	68	29	10
Thunder Bay	M....		.....	5	5	2	1	.....
	F....		3	7	2	1	1	.....
	Total..	15	3	12	7	3	2	.....
Victoria	M....		1	74	75	18	14	4
	F....		62	92	27	7	4	1
	Total..	199	63	166	102	25	18	5
Waterloo	M....		.....	170	101	23	19	15
	F....		71	195	43	17	7	2
	Total..	340	71	365	144	40	26	17
Welland	M....		4	72	52	28	9	4
	F....		41	83	32	5	13	5
	Total..	182	45	155	84	33	22	9
Wellington	M....		4	173	119	51	17	10
	F....		87	208	62	11	12	1
	Total..	388	91	381	181	62	29	11
Wentworth	M....		8	209	139	58	25	17
	F....		139	204	75	22	15	9
	Total..	473	147	413	214	80	40	26
York	M....		10	388	350	129	49	38
	F....		173	492	233	65	23	25
	Total..	1029	183	880	583	194	72	63
	Total Males		121	4282	3688	1286	585	334
	Total Females		2546	5202	1928	537	277	139
	Grand Total.....		2667	9484	5616	1823	862	473

BY AGES.—*Concluded.*

45 and under 50.	50 and under 55.	55 and under 60.	60 and under 65.	65 and under 70.	70 and under 75.	75 and under 80.	Over 80.	Ages not given.	TOTAL
5	.....	.....	2	.....	.....	.....	.....	.....	129
1	1	.....	.....	.....	.....	.....	.....	.....	129
6	1	.....	2	.....	.....	.....	.....	.....	258
.....	.....	1	2	1	.....	.....	.....	.....	124
.....	1	.....	1	.....	.....	.....	.....	.....	124
.....	1	1	3	1	.....	.....	.....	.....	248
3	3	1	.....	.....	.....	.....	.....	1	232
.....	.....	.....	.....	.....	.....	.....	.....	1	232
3	3	1	.....	.....	.....	.....	.....	2	464
5	5	3	2	.....	2	.....	.....	1	415
4	.....	.....	2	.....	.....	.....	.....	4	415
9	5	3	4	.....	2	.....	.....	5	830
5	2	1	1	.....	.....	.....	.....	20	285
2	2	.....	.....	.....	.....	.....	.....	19	285
7	4	1	1	.....	.....	.....	.....	39	570
1	.....	.....	.....	.....	.....	.....	.....	1	15
.....	.....	.....	.....	.....	.....	.....	.....	1	15
1	.....	.....	.....	.....	.....	.....	.....	2	30
4	5	2	2	.....	.....	.....	.....	.....	199
2	2	.....	1	.....	.....	.....	.....	1	199
6	7	2	3	.....	.....	.....	.....	1	398
8	1	2	.....	1	.....	.....	.....	.....	340
2	3	.....	.....	.....	.....	.....	.....	.....	340
10	4	2	.....	1	.....	.....	.....	.....	680
3	4	2	2	.....	1	1	.....	.....	182
3	.....	.....	.....	.....	.....	.....	.....	.....	182
6	4	2	2	.....	1	1	.....	.....	364
5	3	2	2	1	1	.....	.....	.....	388
4	.....	1	1	1	.....	.....	.....	.....	388
9	3	3	3	2	1	.....	.....	.....	776
6	4	1	2	2	2	.....	.....	.....	473
2	4	.....	1	.....	1	.....	.....	1	473
8	8	1	3	2	3	.....	.....	1	946
23	22	8	4	4	2	1	.....	1	1029
9	4	3	.....	.....	.....	1	.....	1	1029
32	26	11	4	4	2	2	.....	2	2058
202	143	81	62	28	28	7	2	76	10925
95	46	26	21	8	3	2	.....	95	10925
297	189	107	83	36	31	9	2	171	21850

The percentage of the whole number of persons married according to ages is as follows :—

Under 20 years	Males	1.10		Females	23.34
From 20 to 25	"	39.19		"	47.61
" 25 to 30	"	33.75		"	17.64
" 30 to 35	"	11.77		"	4.91
" 35 to 40	"	5.35		"	2.53
" 40 to 45	"	3.05		"	1.27
" 45 to 50	"	1.84		"	.86
" 50 to 55	"	1.30		"	.42
" 55 to 60	"	.74		"	.23
" 60 to 65	"	.56		"	.19
" 65 to 70	"	.25		"	.07
" 70 to 75	"	.25		"	.02
" 75 to 80	"	.06		"	.01
Over 80	"	·01		"	.0

A number of remarkable instances of persons marrying at advanced periods of life and dissimilarity of age appear in the returns as hereunder :—

In the County of Grey	a man aged	81	married a woman	46	years.
" Lambton	"	81	"	"	54	"
" Lanark	"	78	"	"	48	"
" Essex	"	77	"	"	50	"
" York	"	77	"	"	79	"
" Welland	"	75	"	"	43	"
" Huron	"	75	"	"	61	"
" Lincoln	"	75	"	"	35	"
" Lennox	"	75	"	"	35	"
" Lambton	"	74	"	"	38	"
" Wentworth	"	74	"	"	72	"
" York	"	74	"	"	39	"
" "	"	74	"	"	60	"
" Northumberl'd and Durham	"	74	"	"	65	"
" Norfolk	"	74	"	"	59	"
" Simcoe	"	73	"	"	35	"
" Brant	"	72	"	"	62	"
" Huron	"	71	"	"	70	"
" Oxford	"	71	"	"	50	"
" Peel	"	71	"	"	75	"
" Lincoln	"	71	"	"	58	"

Great difference in the ages of the following couples also appears, as follows :—

In the County of Grey	a man aged	81	married a woman	46	years.
" Lincoln	"	75	"	"	35	"
" Simcoe	"	73	"	"	35	"
" Oxford	"	68	"	"	30	"
" Wentworth	"	65	"	girl	19	"
" Welland	"	64	"	woman	28	"
" Leeds & Grenville	"	61	"	"	25	"
" Stormont, D. and G.	"	62	"	"	30	"
" Oxford	"	63	"	"	24	"
" Peel	"	60	"	"	30	"

The man most advanced in years, 81, married a middle-aged lady, 46.

The most matronly lady was 79, who married a venerable gentleman of 77, and thus they rank as the oldest couple joined in matrimony in 1874, their united ages being 156, or an average of 78 years each.

Five boys, of the age of 18, united their fortunes with girls of the relative ages of 15, 16, 17, 18 and 19.

One child of 13 years married a man of 26; five girls of 14 were united to men of the ages of 21, 21½, 24, 26 and 29 respectively.

Twenty-seven girls married at the age of 15 years.

2,546 girls married under 20 years of age, and only 121 males.

DEATHS.

DEATHS.

This Table, and the two following, have been classified to shew the deaths of males and females separately.

The whole number of deaths returned for 1874 was 10,352—a decrease of 717 from last year. The number of males was 5,527, and of females 4,825—an excess of male decedents of 702.

DEATHS BY MONTHS.

COUNTIES.	Sex.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Not stated.	Totals.
Algoma	M.	.....	.....	.....	1	.....	.....	.....	.....	2	1	.....	.....	.....	4
	F.	.....	.....	....	1	.....	.....	.....	.....	1	.....	.....	3	.....	5
	Total	.....	.....	.....	2	.....	.....	.....	.....	3	1	.....	3	.....	9
Brant	M.	14	10	15	18	11	11	6	22	15	16	11	10	2	161
	F.	10	13	16	10	13	13	6	9	11	13	14	7	.....	135
	Total	24	23	31	28	24	24	12	31	26	29	25	17	2	296
Bruce	M.	6	5	8	6	8	9	12	6	16	6	6	7	3	98
	F.	11	6	12	3	7	4	1	8	10	6	6	7	2	83
	Total	17	11	20	9	15	13	13	14	26	12	12	14	5	181
Carleton	M.	11	14	17	15	10	7	11	14	11	8	10	16	1	145
	F.	5	12	17	21	18	7	13	20	7	11	10	11	.....	152
	Total	16	26	34	36	28	14	24	34	18	19	20	27	1	297
Elgin	M.	8	9	6	3	8	4	5	4	6	2	3	2	1	61
	F.	8	4	9	2	2	3	4	9	4	6	4	1	.....	56
	Total	16	13	15	5	10	7	9	13	10	8	7	3	1	117
Essex	M.	9	8	21	15	9	13	10	9	12	13	6	5	2	132
	F.	7	16	16	19	11	8	13	4	12	8	8	5	1	128
	Total	16	24	37	34	20	21	23	13	24	21	14	10	3	260
Frontenac	M.	12	6	5	13	5	3	7	7	6	5	3	4	.....	72
	F.	4	5	8	10	6	3	3	5	2	4	1	3	1	57
	Total	16	11	13	23	9	6	10	12	8	9	4	7	1	129
Grey	M.	10	3	17	10	6	9	14	6	6	9	14	13	.....	117
	F.	11	8	9	11	4	6	9	6	9	6	6	7	.....	92
	Total	21	11	26	21	10	15	23	12	15	15	20	20	.....	209
Haldimand	M.	5	11	15	17	9	11	10	12	13	6	8	3	.. .	120
	F.	6	12	12	12	11	8	7	8	6	12	7	11	.....	112
	Total	11	23	27	29	20	19	17	20	19	18	15	14	.....	232
Halton	M.	8	8	9	9	6	7	9	7	16	11	4	3	.....	97
	F.	3	6	7	12	8	7	2	11	14	9	9	7	...	95
	Total	11	14	16	21	14	14	11	18	30	20	13	10	.....	192
Hastings	M.	15	8	18	16	6	8	13	12	14	14	11	14	1	150
	F.	11	6	13	18	10	19	10	21	11	13	14	11	.....	157
	Total	26	14	31	34	16	27	23	33	25	27	25	25	1	307

DEATHS BY MONTHS—*Continued.*

COUNTIES.	Sex.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Not stated.	TOTALS.
Huron	M.	21	20	30	18	23	14	16	26	20	15	15	15	1	234
	F.	20	15	23	23	12	7	17	15	22	17	12	14	1	198
	Total	41	35	53	41	35	21	33	41	42	32	27	29	2	432
Kent	M.	11	11	11	23	18	10	8	8	12	10	12	12	7	153
	F.	7	11	14	14	13	5	12	4	13	12	12	10	2	129
	Total	18	22	25	37	31	15	20	12	25	22	24	22	9	282
Lambton	M.	8	10	9	10	17	9	8	11	15	11	15	4	....	127
	F.	8	5	10	8	9	11	13	9	6	8	5	7	2	101
	Total	16	15	19	18	26	20	21	20	21	19	20	11	2	228
Lanark	M.	3	14	13	10	9	13	11	5	8	5	3	6	....	100
	F.	6	7	7	6	14	7	5	5	3	5	8	10	....	83
	Total	9	21	20	16	23	20	16	10	11	10	11	16	....	183
Leeds and Grenville	M.	14	18	17	21	14	13	10	24	13	12	16	8	....	180
	F.	20	14	36	21	18	9	16	13	16	13	10	8	....	194
	Total	34	32	53	42	32	22	26	37	29	25	26	16	....	374
Lennox and Addington	M.	5	6	5	7	5	8	5	6	6	5	7	7	....	72
	F.	6	5	4	1	4	6	7	7	8	2	2	7	1	60
	Total	11	11	9	8	9	14	12	13	14	7	9	14	1	132
Lincoln	M.	15	16	13	9	15	7	5	9	16	12	10	8	1	136
	F.	15	12	14	10	6	8	9	7	10	13	8	8	1	121
	Total	30	28	27	19	21	15	14	16	26	25	18	16	2	257
Middlesex	M.	24	21	21	26	22	18	19	23	18	20	17	23	2	260
	F.	13	14	25	27	15	15	18	26	23	18	8	17	....	219
	Total	37	35	46	53	37	33	37	55	41	38	25	40	2	479
Muskoka	M.	1	1	5	6	7	3	2	5	4	2	1	3	....	40
	F.	3	1	6	....	....	1	1	2	1	5	....	2	....	22
	Total	4	2	11	6	7	4	3	7	5	7	1	5	....	62
Norfolk	M.	5	11	12	14	25	7	5	6	15	11	17	6	....	134
	F.	11	15	10	9	16	10	6	10	5	14	10	2	....	118
	Total	16	26	22	23	41	17	11	16	20	25	27	8	....	252
Northumberland and Durham	M.	12	15	18	18	23	10	19	17	16	13	7	18	....	186
	F.	7	18	20	14	18	11	20	15	16	17	14	8	1	179
	Total	19	33	38	32	41	21	39	32	32	30	21	26	1	365
Ontario	M.	13	19	24	15	10	5	10	17	15	9	8	9	....	154
	F.	7	20	18	15	9	12	12	15	12	6	8	4	....	138
	Total	20	39	42	30	19	17	22	32	27	15	16	13	....	292
Oxford	M.	11	10	18	19	27	12	12	15	16	19	18	22	....	199
	F.	21	19	17	20	18	10	12	13	16	11	9	15	1	182
	Total	32	29	35	39	45	22	24	28	32	30	27	37	1	381

DEATHS BY MONTHS—*Continued.*

COUNTIES.	Sex:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Not stated.	Totals.
Parry Sound	M.	1	..	3	....	3	2	....	....	3	1	....	....	....	13
	F.	2	....	1	1	2	....	2	1	....	1	....	....	....	10
	Total...	3	....	4	1	5	2	2	1	3	2	.....	....	....	23
Peel	M.	7	9	5	4	4	5	8	15	8	6	8	4	....	83
	F.	5	5	7	14	7	3	2	5	4	8	4	4	....	68
	Total..	12	14	12	18	11	8	10	20	12	14	12	8	....	151
Perth	M.	8	7	15	11	11	9	15	9	18	9	10	4	1	127
	F.	5	6	14	10	10	11	7	11	12	5	8	11	1	111
	Total ..	13	13	29	21	21	20	22	20	30	14	18	15	2	238
Peterborough	M.	5	5	3	8	3	1	10	5	4	7	4	8	....	63
	F.	6	4	1	1	5	2	6	5	6	4	3	3	....	46
	Total...	11	9	4	9	8	3	16	10	10	11	7	11	....	109
Prescott and Russell	M.	10	11	14	16	8	2	9	4	4	8	8	11	....	105
	F.	8	12	13	9	7	3	7	6	2	4	7	6	....	84
	Total...	18	23	27	25	15	5	16	10	6	12	15	17	....	189
Prince Edward	M.	5	5	7	11	6	6	6	4	8	6	3	5	....	72
	F.	5	4	5	11	14	4	4	7	4	7	3	3	....	71
	Total..	10	9	12	22	20	10	10	11	12	13	6	8	....	143
Renfrew	M.	6	6	7	14	5	6	8	16	9	9	3	9	2	100
	F.	8	13	12	14	7	6	4	11	7	6	4	10	1	103
	Total ..	14	19	19	28	12	12	12	27	16	15	7	19	3	203
Simcoe	M.	10	10	20	16	22	15	10	23	14	11	16	7	....	174
	F.	8	12	14	17	18	12	16	16	13	5	12	8	3	154
	Total...	18	22	34	33	40	27	26	39	27	16	28	15	3	328
Stormont, Dundas and Glengarry	M.	14	21	17	17	23	10	6	17	16	12	16	13	.....	182
	F.	7	11	17	16	13	11	12	18	9	12	8	9	.....	143
	Total...	21	32	34	33	36	21	18	35	25	24	24	22	.....	325
Thunder Bay	M.	...	...	.....	1	.....	.....	.....	1	.....	1	1	.....	4	.....	8
	F.	.....	.....	.....	.....	.....	2	2	2	.....	.....	.....	.....	.....	.....	6
	Total...	.....	.....	.....	1	.....	.....	2	3	2	1	1	.....	4	.....	14
Victoria	M.	2	5	17	7	6	5	7	7	8	2	8	9	1	84
	F.	4	3	5	11	8	10	6	4	4	5	7	7	.....	74
	Total...	6	8	22	18	14	15	13	11	12	7	15	16	1	158
Waterloo	M.	16	14	23	24	13	12	15	16	26	29	7	17	.....	212
	F.	8	19	15	20	14	7	20	15	20	14	16	10	.....	178
	Total...	24	33	38	44	27	19	35	31	46	43	23	27	... ..	390
Welland	M.	10	10	17	19	14	10	8	8	14	7	7	8	.....	132
	F.	7	10	15	10	14	4	5	10	7	8	8	6	.....	104
	Total...	17	20	32	29	28	14	13	18	21	15	15	14	... ..	236

DEATHS BY MONTHS.—*Concluded.*

COUNTIES.	Sex.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Not stated.	TOTALS.
Wellington	M.	13	29	26	32	26	17	21	31	23	23	13	12	1	267
	F.	9	14	18	21	17	11	13	19	28	17	22	14	.....	203
	Total...	22	43	44	53	43	28	34	50	51	40	35	26	1	470
Wentworth	M.	21	21	29	30	14	16	19	31	19	14	10	16	1	241
	F.	16	21	21	31	14	17	25	16	15	14	17	11	.....	218
	Total...	37	42	50	61	28	33	44	47	34	28	27	27	1	459
York	M.	31	52	44	62	37	47	60	45	42	43	29	39	1	532
	F	38	42	33	39	36	34	35	37	38	38	35	29	2	436
	Total...	69	94	77	101	73	81	95	82	80	81	64	68	3	968
Total Males		400	459	575	590	486	374	430	506	508	423	364	384	28	5527
" Females		356	420	514	512	428	327	382	427	407	377	339	316	20	4825
Grand Total		756	879	1089	1102	914	701	812	933	915	800	703	700	48	10352

ORDER OF DEATHS BY MONTHS.

						Total.
April	590	Males,	512	Females,		1,102
March	575	"	514	"		1,089
August	506	"	427	"		933
September	508	"	407	"		915
May	486	"	428	"		914
February	459	"	420	"		879
July	430	"	382	"		812
October	423	"	377	"		800
January	400	"	356	"		756
November	364	"	339	"		703
June	374	"	327	"		701
December	384	"	316	"		700

April appears to have been the most fatal month of the year—1,102 deaths, or 10.64 per cent. of the whole number returned.

This may be accounted for by noticing that the births are more numerous in March than at any other time of the year, and as infancy is the most fatal period of life, April—the following month—might naturally be expected to give the largest return of deaths.

DEATHS BY QUARTERS OF THE YEAR.

					Total.
Quarter ending March	1,434	Males,	1,290	Females	2,724
" " June	1,450	"	1,267	"	2,717
" " September	1,444	"	1,216	"	2,660
" " December	1,171	"	1,032	"	2,203
Date of death not given	28	"	20	"	48
	5,527		4,825		10,352

By this Table it will be seen that the first quarter of the year shews the greatest mortality, and the last quarter the least.

DEATHS BY AGES.

DEATHS BY AGES.

COUNTIES.	Sex.	1 Under 3.	2 3 and under 10.	3 10 and under 21.	4 21 and under 40.	5 40 and under 50.	6 50 and under 60.	7 60 and under 70.	8 70 and under 80.	9 80 and under 90.	10 90 and upwards.	11 Ages not given.	Total
Algoma	M	.....	.....	....	3	1	.....	.....	.....	.....	.....	....	4
	F	1	1	1	.....	1	1	.....	.....	.....	.....	.....	5
	Total	1	1	1	3	2	1	.....	.....	.....	.....	.....	9
Brant	M	50	12	18	19	6	14	17	17	6	1	1	161
	F	40	6	19	30	9	10	8	5	6	1	1	135
	Total	90	18	37	49	15	24	25	22	12	2	2	296
Bruce	M	29	11	11	20	5	4	5	7	3	1	2	98
	F	25	7	9	23	8	1	3	2	3	.....	2	83
	Total	54	18	20	43	13	5	8	9	6	1	4	181
Carleton	M	26	28	14	19	5	15	15	18	4	1	.....	145
	F	34	16	11	42	12	5	12	12	6	2	.....	152
	Total	60	44	25	61	17	20	27	30	10	3	.....	297
Elgin	M	18	9	2	6	2	4	9	4	3	4	.....	61
	F	9	5	5	16	6	5	2	4	4	....	.....	56
	Total	27	14	7	22	8	9	11	8	7	4	.....	117
Essex	M	45	4	10	16	11	15	11	14	3	.....	3	132
	F	37	17	10	28	5	8	11	8	1	1	2	128
	Total	82	21	20	44	16	23	22	22	4	1	5	260
Frontenac	M	10	4	7	17	7	3	10	5	7	1	1	72
	F	15	5	3	11	2	6	5	6	3	.....	1	57
	Total	25	9	10	28	9	9	15	11	10	1	2	129
Grey	M	17	11	20	22	12	12	6	5	6	3	3	117
	F	19	8	5	20	10	7	7	4	9	.....	3	92
	Total	36	19	25	42	22	19	13	9	15	3	6	209
Haldimand	M	38	13	13	12	4	8	10	12	8	.....	2	120
	F	24	10	10	22	6	11	9	7	6	7	.....	112
	Total	62	23	23	34	10	19	19	19	14	7	2	232
Halton	M	28	8	5	13	7	7	7	10	11	.....	1	97
	F	32	2	9	14	4	11	5	9	7	1	1	95
	Total	60	10	14	27	11	18	12	19	18	1	2	192
Hastings	M	44	4	16	24	7	7	17	14	10	1	6	150
	F	45	11	15	29	13	10	8	10	10	2	4	157
	Total	89	15	31	53	20	17	25	24	20	3	10	307
Huron	M	77	16	19	28	14	17	25	21	14	2	1	234
	F	57	14	30	42	10	8	10	16	6	2	3	198
	Total	134	30	49	70	24	25	35	37	20	4	4	432

DEATHS BY AGES.—*Continued.*

COUNTIES.	SEX.	1 Under 3.	2 3 and under 10.	3 10 and under 21.	4 21 and under 40.	5 40 and under 50.	6 50 and under 60.	7 60 and under 70.	8 70 and under 80.	9 80 and under 90.	10 90 and upwards.	11 Ages not given.	TOTAL
Kent	M	55	12	9	19	8	13	11	16	3	.....	7	153
	F	41	9	17	29	9	5	10	6	3	.....	.....	129
	Total	96	21	26	48	17	18	21	22	6	.....	7	282
Lambton	M	44	13	9	22	7	6	11	10	3	2	.....	127
	F	33	14	3	31	7	5	2	3	3	.....	.....	101
	Total	77	27	12	53	14	11	13	13	6	2	.....	228
Lanark	M	33	3	8	11	7	4	5	14	10	4	1	100
	F	16	8	5	18	4	7	5	6	12	1	1	83
	Total	49	11	13	29	11	11	10	20	22	5	2	183
Leeds and Grenville	M	39	9	12	28	17	16	16	21	17	5	.....	180
	F	43	9	19	40	16	14	12	21	15	5	.....	194
	Total	82	18	31	68	33	30	28	42	32	10	.....	374
Lennox and Addington	M	21	4	2	12	2	6	6	9	7	2	1	72
	F	15	7	4	12	2	3	2	10	5	.....	.....	60
	Total	36	11	6	24	4	9	8	19	12	2	1	132
Lincoln	M	28	6	10	24	11	16	7	21	10	1	2	136
	F	27	13	11	19	6	10	8	15	6	3	3	121
	Total	55	19	21	43	17	26	15	36	16	4	5	257
Middlesex	M	70	28	19	34	13	24	21	28	15	2	6	260
	F	70	27	20	39	20	9	14	12	6	1	1	219
	Total	140	55	39	73	33	33	35	40	21	3	7	479
Muskoka	M	15	4	5	5	3	5	2	1	.....	.....	.....	40
	F	10	2	1	6	2	1	.....	.....	.....	.....	.....	22
	Total	25	6	6	11	5	6	2	1	.....	.....	.....	62
Norfolk	M	47	9	10	19	7	6	18	13	4	1	.....	134
	F	37	7	11	32	5	8	8	7	3	.....	.....	118
	Total	84	16	21	51	12	14	26	20	7	1	.....	252
Northumberland and Durham	M	52	19	10	18	20	13	16	17	17	3	1	186
	F	49	15	20	29	16	13	7	13	12	3	2	179
	Total	101	34	30	47	36	26	23	30	29	6	3	365
Ontario	M	59	16	16	14	10	8	17	7	6	.....	1	154
	F	41	13	18	22	10	7	12	9	3	1	2	138
	Total	100	29	34	36	20	15	29	16	9	1	3	292
Oxford	M	69	18	16	16	10	16	17	27	8	2	.....	199
	F	44	19	21	32	15	15	9	14	9	2	2	182
	Total	113	37	37	48	25	31	26	41	17	4	2	381

DEATHS BY AGES.—*Continued.*

COUNTIES.	SEX.	1 Under 3.	2 3 and under 10.	3 10 and under 21.	4 21 and under 40.	5 40 and under 50.	6 50 and under 60.	7 60 and under 70.	8 70 and under 80.	9 80 and under 90.	10 90 and upwards.	11 Ages not given.	TOTAL
Parry Sound	M	2	4	.....	3	1	.....	2	.....	1	.....	.....	13
	F	6	.....	1	2	1	.....	.....	.....	.....	.....	.....	10
	Total...	8	4	1	5	2	.....	2	.....	1	.....	.....	23
Peel	M	26	4	2	9	4	10	6	9	9	3	1	83
	F	15	3	8	11	4	3	7	7	7	3	.....	68
	Total...	41	7	10	20	8	13	13	16	16	6	1	151
Perth	M	45	10	9	20	9	10	8	9	2	2	3	127
	F	44	7	8	21	10	7	5	5	3	1	.....	111
	Total...	89	17	17	41	19	17	13	14	5	3	3	238
Peterborough	M	8	5	3	11	4	5	12	10	2	1	2	63
	F	9	5	4	9	7	1	3	5	2	.....	1	46
	Total...	17	10	7	20	11	6	15	15	4	1	3	109
Prescott and Russell	M	45	15	9	12	4	5	6	3	4	1	1	105
	F	38	11	2	16	4	1	4	5	2	.....	1	84
	Total...	83	26	11	28	8	6	10	8	6	1	2	189
Prince Edward	M	13	9	5	4	6	5	4	15	9	2	.....	72
	F	10	3	7	18	7	5	11	6	4	.....	.....	71
	Total...	23	12	12	22	13	10	15	21	13	2	.....	143
Renfrew	M	34	5	8	14	7	3	14	6	6	2	1	100
	F	37	5	8	26	4	5	5	7	4	1	1	103
	Total...	71	10	16	40	11	8	19	13	10	3	2	203
Simcoe	M	68	18	10	23	8	9	9	13	11	3	2	174
	F	51	11	16	31	7	8	4	10	9	1	6	154
	Total...	119	29	26	54	15	17	13	23	20	4	8	328
Stormont, Dundas and Glengarry	M	39	23	24	20	10	12	18	17	16	.....	3	182
	F	34	15	10	32	4	12	8	10	8	5	5	143
	Total...	73	38	34	52	14	24	26	27	24	5	8	325
Thunder Bay	M	3	.....	2	2	1	.....	.....	.....	.....	.....	.....	8
	F	1	1	1	1	.....	1	1	.....	.....	.....	.....	6
	Total...	4	1	3	3	1	1	1	.....	.....	.....	.....	14
Victoria	M	30	4	11	12	7	3	5	7	2	.....	3	84
	F	19	3	12	19	7	1	2	6	2	1	2	74
	Total...	49	7	23	31	14	4	7	13	4	1	5	158
Waterloo	M	68	19	18	24	14	10	23	21	12	2	1	212
	F	45	12	18	41	12	13	14	14	7	1	1	178
	Total...	113	31	36	65	26	23	37	35	19	3	2	390

DEATHS BY AGES.—*Concluded.*

COUNTIES.	Sex.	1 Under 3.	2 3 and under 10.	3 10 and under 21.	4 21 and under 40.	5 40 and under 50.	6 50 and under 60.	7 60 and under 70.	8 70 and under 80.	9 80 and under 90.	10 90 and upwards.	11 Ages not given.	Total
Welland	M	38	8	5	19	8	17	11	14	8	.....	4	132
	F	28	7	7	19	3	12	10	9	6	1	2	104
	Total	66	15	12	38	11	29	21	23	14	1	6	236
Wellington	M	102	22	18	30	15	22	20	22	11	2	3	267
	F	61	18	15	35	9	15	17	21	9	3	.....	203
	Total	163	40	33	65	24	37	37	43	20	5	3	470
Wentworth	M	85	16	15	31	18	15	27	17	5	2	10	241
	F	70	16	22	42	16	12	18	14	6	1	1	218
	Total	155	32	37	73	34	27	45	31	11	3	11	459
York	M	177	37	35	117	40	39	29	31	18	3	6	532
	F	138	27	38	99	33	24	33	26	13	2	3	436
	Total	315	64	73	216	73	63	62	57	31	5	9	968
Total Males		1697	460	435	772	352	404	473	505	291	59	79	5527
" Females		1370	389	454	1008	326	300	311	344	220	52	51	4825
Grand Total		3067	849	889	1780	678	704	784	849	511	111	130	10352

	English.	Irish.	Scotch.	German.	French.	Swiss.	American.	Canadian.	Not known.	Total
Of the deaths in column 7	160	207	143	29	.....	1	65	165	14	784
" " 8	135	267	148	32	4	.....	93	160	10	849
" " 9	96	139	126	10	1	.....	70	59	10	511
" " 10	12	37	18	4	.....	.....	25	12	3	111

The mortality amongst children under three years of age still continues to largely predominate. No less than 3,067 innocents were cut off in infancy in the year under review. 1,697 males, and 1,370 females, or 29.62 per cent. of the whole number of decedents.

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
All causes	M ...	4	161	98	145	61	132	72	117	120	97	150	234	153	127	100	180
	F ...	5	135	83	152	56	128	57	92	112	95	157	198	129	101	83	194
	Total.	9	296	181	297	117	260	129	209	232	192	307	432	282	228	183	374
Specified causes	M ...	4	157	89	141	59	122	65	114	118	97	147	226	143	123	96	177
	F ...	5	134	75	147	50	122	54	89	110	94	154	190	123	100	80	192
	Total.	9	291	164	288	109	244	119	203	228	191	201	416	266	223	176	369
Classes.																	
I. Zymotic	M ...	3	40	21	43	20	31	4	13	25	25	39	58	49	40	13	32
	F ...	1	49	14	46	8	44	7	18	20	24	38	55	32	38	23	28
	Total.	4	89	35	89	28	75	11	31	45	49	77	113	81	78	36	60
II. Constitutional	M ...	...	29	14	18	9	22	11	21	15	17	31	26	17	23	12	42
	F ...	...	24	10	32	14	27	9	18	32	17	41	37	27	17	13	63
	Total.	...	53	24	50	23	49	20	39	47	34	72	63	44	40	25	105
III. Local	M ...	1	63	36	56	24	37	39	45	59	40	43	86	55	47	40	72
	F ...	3	52	35	40	17	29	27	30	37	34	46	62	50	28	27	68
	Total.	4	115	71	96	41	66	66	75	96	74	89	148	105	75	67	140
IV. Developmental	M ...	...	10	9	15	4	16	7	12	11	10	22	31	12	8	19	20
	F ...	...	7	13	21	11	18	8	17	20	15	24	26	11	13	16	29
	Total.	...	17	22	36	15	34	15	29	31	25	46	57	23	21	35	49
V. Violent	M ...	...	19	18	13	4	26	11	26	10	5	15	33	20	9	16	14
	F ...	1	3	11	13	6	10	6	9	3	5	8	18	9	5	4	6
Orders.	Total.	1	22	29	26	10	36	17	35	13	10	23	51	29	14	20	20
I.- 1 Mia matic	M ...	3	40	21	40	20	31	3	11	23	23	38	56	48	38	13	31
	F ...	1	49	14	45	8	44	7	17	20	24	35	54	30	37	23	27
	Total.	4	89	35	85	28	75	10	28	43	47	73	110	78	75	36	58
2 Enthetic	M ...	...	...	...	...	..	...	...	...	...	...	1	...	...	.....	.....	.....
	F ...	...	...	...	..	...	...	...	...	...	...	...	...	...	1	.....	.....
	Total.	...	...	...	...	...	...	..	...	...	...	1	...	...	1	.....	.....
3 Dietic	M ...	...	...	...	1	...	...	1	1	2	1	..	2	1	1	.....	.....
	F ...	...	...	...	...	..	..	...	...	...	...	1	...	...	.....	.....	.....
	Total.	...	...	...	1	...	..	1	1	2	1	1	2	1	1	.....	.....
4 Parasitic	M ...	...	...	...	2	...	...	...	1	...	1	...	...	...	1	.....	1
	F ...	...	...	...	1	...	...	...	1	...	...	2	1	2	.....	.....	1
	Total.	...	...	...	3	...	...	...	2	...	1	2	1	2	1	.....	2
Total, Order I	M ...	3	40	21	43	20	31	4	13	25	25	39	58	49	40	13	32
	F ...	1	49	14	46	8	44	7	18	20	24	38	55	32	38	23	28
	Total.	4	89	35	89	28	75	11	31	45	49	77	113	81	78	36	60

CLASSIFIED ARRANGEMENT.

in the several Counties, statistically classified.

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
72	136	260	40	134	186	154	199	13	83	127	63	105	72	100	174	182	8	84	212	132	267	241	532	5527
60	121	219	22	118	179	138	182	10	68	111	46	84	71	103	154	143	6	74	178	104	203	218	436	4825
132	257	479	62	252	365	292	381	23	151	238	109	189	143	203	328	325	14	158	390	236	470	459	968	10352
66	131	252	38	130	177	141	192	10	80	121	62	101	64	90	159	159	7	81	203	123	250	231	529	5275
57	115	217	19	115	172	130	174	5	66	107	43	81	61	92	145	123	6	71	171	100	193	215	433	4630
123	246	469	57	245	349	271	366	15	146	228	105	182	125	182	304	282	13	152	374	223	443	446	962	9905
13	33	66	5	25	30	53	45	2	18	37	16	43	10	15	38	45	3	11	51	22	58	64	150	1309
14	28	80	5	35	55	43	55	...	19	26	14	33	14	19	38	33	3	12	42	25	52	60	128	1278
27	61	146	10	60	85	96	100	2	37	63	30	76	24	34	76	78	6	23	93	47	110	124	278	2587
8	19	34	7	19	28	28	23	2	14	18	11	11	16	18	20	25	1	15	30	17	37	45	91	844
14	24	37	3	24	27	18	37	2	14	16	13	11	20	21	21	30	...	20	45	20	32	37	82	949
22	43	71	10	43	55	46	60	4	28	34	24	22	36	39	41	55	1	35	75	37	69	82	173	1793
32	42	101	21	58	78	46	86	1	31	48	25	21	25	31	63	62	2	38	88	55	101	82	199	2079
19	44	73	5	38	53	46	59	...	24	45	8	13	19	25	45	35	1	24	63	33	71	94	159	1581
51	86	174	26	96	131	92	145	1	55	93	33	34	44	56	108	97	3	62	151	88	172	176	358	3660
6	18	32	...	11	25	7	14	...	10	9	6	15	6	18	21	19	..	5	17	13	30	20	53	561
8	15	19	2	10	30	19	15	1	8	16	6	23	5	19	30	19	2	14	13	16	26	16	53	634
14	33	51	2	21	55	26	29	1	18	25	12	38	11	37	51	38	2	19	30	29	56	36	106	1195
13	24	27	7	21	25	20	31	8	10	15	5	15	15	18	32	31	2	15	26	25	41	30	39	734
5	10	10	7	11	14	12	16	7	3	8	5	4	13	19	20	26	...	4	15	10	22	11	14	383
18	34	37	14	32	39	32	47	15	13	23	10	19	28	37	52	57	2	19	41	35	63	41	53	1117
11	29	63	5	25	30	51	44	2	18	36	15	41	10	15	34	45	3	10	49	22	57	58	140	1252
14	28	76	4	34	54	42	55	...	18	26	14	33	14	17	38	33	2	12	41	24	52	56	123	1245
25	57	139	9	59	84	93	99	2	36	62	29	74	24	32	72	78	5	22	90	46	109	114	263	2497
.....	...	2	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	1	2	6
.....	...	..	...	...	.....	...	...	...	.....	.....	....	.....	.....	.....	.....	.....	...	...	...	...	..	.....	1	2
.....	..	2	...	...	.....	...	..	...	.....	.....	....	.....	..	.....	.....	.....	...	...	...	...	...	1	3	8
1	4	...	..	...	.....	2	1	...	.....	1	....	2	.....	.....	3	...	...	1	2	...	1	4	7	39
.....	...	1	...	...	1	...	...	...	1	.....	.....	.....	.....	.....	.....	...	...	...	1	...	...	4	2	11
1	4	1	...	...	1	2	1	...	1	1	.....	2	.....	.....	3	...	...	1	3	...	1	8	9	50
1	...	1	...	...	.....	...	...	...	.....	.....	1	...	...	.....	1	.....	...	...	...	...	...	1	1	12
...	...	3	1	1	.....	1	...	...	.....	.....	.....	.....	.....	2	.....	.....	1	...	...	1	...	.....	2	20
1	...	4	1	1	.....	1	...	...	.....	.....	1	.....	.....	2	1	...	1	..	...	1	...	1	3	32
13	33	66	5	25	30	53	45	2	18	37	16	43	10	15	38	45	3	11	51	22	58	64	150	1309
14	28	80	5	35	55	43	55	..	19	26	14	33	14	19	38	33	3	12	42	25	52	60	128	1278
27	61	146	10	60	85	96	100	2	37	63	30	76	24	34	76	78	6	23	93	47	110	124	278	2587

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
II.—1 Diathetic	M	...	2	4	4	5	7	1	7	5	7	8	7	5	4	3	10
	F	...	4	5	6	5	10	2	7	11	7	11	5	5	2	4	16
	Total.	...	6	9	10	10	17	3	14	16	14	19	12	10	6	7	26
2 Tubercular	M	...	27	10	14	4	15	10	14	10	10	23	19	12	19	9	32
	F	...	20	5	26	9	17	7	11	21	10	30	32	22	15	9	47
	Total.	...	47	15	40	13	32	17	25	31	20	53	51	34	34	18	79
Total Order II.	M	...	29	14	18	9	22	11	21	15	17	31	26	17	23	12	42
	F	...	24	10	32	14	27	9	18	32	17	41	37	27	17	13	63
	Total.	...	53	24	50	23	49	20	39	47	34	72	63	44	40	25	105
III.—1 Nervous System	M	...	19	11	18	8	5	13	8	19	14	17	22	18	9	10	21
	F	1	14	16	13	6	5	12	5	15	12	13	17	17	7	5	23
	Total.	1	33	27	31	14	10	25	13	34	26	30	39	35	16	15	44
2 Organs of Circulation	M	...	4	4	7	1	3	4	2	8	4	7	8	6	5	6	8
	F	...	5	6	8	...	5	1	4	5	5	5	11	4	5	3	6
	Total.	...	9	10	15	1	8	5	6	13	9	12	19	10	10	9	14
3 Respiratory Organs	M	1	20	9	9	13	16	10	17	12	9	13	34	18	23	11	22
	F	...	25	8	13	4	9	9	8	9	9	16	20	10	12	10	16
	Total.	1	45	17	22	17	25	19	25	21	18	29	54	28	35	21	38
4 Digestive Organs	M	...	14	9	15	2	11	7	12	14	9	5	21	7	9	7	11
	F	1	5	3	4	5	8	3	6	8	7	8	11	17	2	6	20
	Total.	1	19	12	19	7	19	10	18	22	16	13	32	24	11	13	31
5 Urinary Organs	M	..	5	3	6	...	2	3	4	6	3	1	1	4	1	3	10
	F	...	2	1	1	...	...	...	3	...	1	...	1	...	1	.....	1
	Total.	...	7	4	7	...	2	3	7	6	4	1	2	4	2	3	11
6 Generative Organs	F	1	1	...	1	2	2	1	4	...	...	2	2	2	1	2	1
7 Organs of Locomotion	M	...	1	...	1	..	..	1	1	...	..	...	...	...	.....	.....	.....
	F	...	...	...	...	..	...	...	...	...	...	...		...	.....	1	1
	Total.	...	1	...	1	...	...	1	1	...	...	...	...	...	.....	1	1
8 Integumentary System	M	...	...	..	...	...	...	1	1	...	1	..	...	2	.....	3	.....
	F	...	...	1	...	...	...	1	...	...	...	2	...	...	.....	.....	.....
	Total.	...	...	1	...	...	..	2	1	...	1	2	...	2	.....	3	.....
Total Order III.	M	1	63	35	56	24	37	39	45	59	40	43	86	55	47	40	72
	F	3	52	35	40	17	29	27	30	37	34	46	62	50	28	27	68
	Total.	4	115	71	96	41	66	66	75	96	74	89	148	105	75	67	140

CLASSIFIED ARRANGEMENT.—*Continued.*

in the several Counties, statistically classified.

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
3	9	6	3	2	6	6	10	2	4	6	5	4	8	12	2	5	...	2	6	7	13	9	22	231
4	11	9	2	9	8	7	9	1	4	6	6	3	6	4	5	9	...	3	15	7	10	8	21	267
7	20	15	5	11	14	13	19	3	8	12	11	7	14	16	7	14	...	5	21	14	23	17	43	498
5	10	28	4	17	22	22	13	..	10	12	6	7	8	6	18	20	1	13	24	10	24	36	69	613
10	13	28	1	15	19	11	28	1	10	10	7	8	14	17	16	21	...	17	30	13	22	29	61	682
15	23	56	5	32	41	33	41	1	20	22	13	15	22	23	34	41	1	30	54	23	46	65	130	1295
8	19	34	7	19	28	28	23	2	14	18	11	11	16	18	20	25	1	15	30	17	37	45	91	844
14	24	37	3	24	27	18	37	2	14	16	13	11	20	21	21	30	..	20	45	20	32	37	82	949
22	43	71	10	43	55	46	60	4	28	34	24	22	36	39	41	55	1	35	75	37	69	82	173	1793
10	12	29	7	15	15	15	17	1	10	12	5	5	11	10	14	16	1	13	33	21	25	27	80	616
5	12	18	3	13	11	9	11	...	11	15	.....	6	3	10	12	12	...	6	29	5	23	35	57	487
15	24	47	10	28	26	24	28	1	21	27	5	11	14	20	26	28	1	19	62	26	48	62	137	1103
5	3	14	...	3	10	1	16	...	2	2	1	2	1	5	4	7	...	2	3	4	5	6	12	185
3	6	11	...	3	8	3	6	...	2	5	.....	2	6	.....	12	3	...	3	4	8	12	6	19	195
8	9	25	...	6	18	4	22	...	4	7	1	4	7	5	16	10	...	5	7	12	17	12	31	380
3	19	37	5	24	29	16	32	...	12	15	11	8	9	7	32	19	...	11	28	21	36	27	64	702
3	15	18	...	14	19	15	28	...	2	12	3	3	4	7	11	10	...	7	19	13	20	29	36	466
6	34	55	5	38	48	31	60	...	14	27	14	11	13	14	43	29	...	18	47	34	56	56	100	1168
8	5	16	7	13	19	13	15	...	2	19	8	3	3	6	12	12	1	11	16	6	29	17	36	430
4	10	29	1	8	10	12	11	...	5	9	4	1	4	5	7	7	1	7	9	5	13	15	31	313
12	15	36	8	21	29	25	26	...	7	28	12	4	7	11	19	19	2	18	25	11	42	32	67	743
5	3	3	2	3	5	...	4	...	3	.....	.....	3	1	.....	1	6	...	1	8	2	5	4	7	118
.....	...	1	1	...	1	3	1	...	4	1	1	.....	.....	.....	1	2	...	...	1	2	1	6	5	42
5	3	4	3	3	6	3	5	...	7	1	1	3	1	.....	2	8	...	1	9	4	6	10	12	160
.....	1	5	...	...	2	2	1	...	.....	1	.....	1	2	3	1	1	...	...	...	...	2	1	10	55
.....	..	1	...	...	.....	1	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	1	.....	7
1	..	...	...	...	.....	1	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	1	... ..	5
1	...	1	...	...	.....	2	..	...	.....	.....	.....	.....	.....	.....	. ...	.....	...	...	...	...	...	2	.....	12
1	....	1	...	...	.....	...	2	...	2	.....	.....	.....	.....	3	.....	2	...	...	...	1	1	.....	.....	21
3	...	...	...	...	2	1	1	..	.....	2	.....	.. ...	.....	.....	1	.....	...	1	1	...	...	1	1	18
4	...	1	...	...	2	1	3	...	2	2	.....	.....	.....	3	1	2	...	1	1	1	1	1	1	39
32	42	101	21	58	78	46	86	1	31	48	25	21	25	31	63	62	2	38	88	55	101	82	199	2079
19	44	73	5	38	53	46	59	...	24	45	8	13	19	25	45	35	1	24	63	33	71	94	159	1581
51	86	174	26	96	131	92	145	1	55	93	33	34	44	56	108	97	3	62	151	88	172	176	358	3660

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
IV.—1 Developmental Diseases of Children	M	..	..	2	2	..	6	2	3	3	2	12	7	6	3	4	3
	F	..	..	5	4	..	6	2	..	4	3	5	7	5	4	1	4
	Total.	..	..	7	6	..	12	4	3	7	5	17	14	11	7	5	7
2 Developmental Diseases of Women	F	..	..	5	7	3	5	..	5	3	2	6	4	2	5	5	2
3 Developmental Diseases of Old People	M	..	9	6	6	3	5	4	6	6	1	8	12	4	5	13	11
	F	..	5	3	6	5	4	5	5	9	2	12	7	2	3	8	19
	Total.	..	14	9	12	8	9	9	11	15	3	20	19	6	8	21	30
4 Diseases of Nutrition	M	..	1	1	7	1	5	1	3	2	7	2	12	2	....	2	6
	F	..	2	..	4	3	3	1	7	4	8	1	8	2	1	2	4
	Total.	..	3	1	11	4	8	2	10	6	15	3	20	4	1	4	10
Total Order IV.	M	..	10	9	15	4	16	7	12	11	10	22	31	12	8	19	20
	F	..	7	13	21	11	18	8	17	20	15	24	26	11	13	16	29
	Total.	..	17	22	36	15	34	15	29	31	25	46	57	23	21	35	49
V.—1 Accident or Negligence	M	..	7	7	7	2	12	4	14	6	4	8	17	10	3	6	8
	F	1	1	..	2	..	2	2	3	1	1	2	5	2	2	....	....
	Total.	1	8	7	9	2	14	6	17	7	5	10	22	12	5	6	8
2 Homicide (Murder)	M	..	1	..	..	..	..	..	..	..	..	..	1	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	1	..	..	..	..	..	..	..	..	..	1	..	....	....	....
3 Suicide	M	..	1	..	..	..	..	..	2	..	..	..	1	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	1	..	..	..	..	..	2	..	..	..	1	..	....	....	....
4 Execution	M	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
5 Violent Deaths (not classed)	M	..	..	..	..	..	1	..	..	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	..	..	..	..	1	..	..	..	..	..	..	..	....	....	....
Sudden deaths	M	..	1	..	..	..	..	..	..	..	..	1	..	..	1	2	2
	F	..	..	..	..	..	1	..	..	..	..	..	1	..	....	....	....
	Total.	..	1	..	..	..	1	..	..	..	..	1	1	..	1	2	2

CLASSIFIED ARRANGEMENT.—*Continued.*

in the several Counties, statistically classified.

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
2	1	9	..	2	5	3	3	..	4	3	1	12	....	6	8	6	..	3	1	4	12	11	21	172
....	2	5	1	2	7	5	1	..	....	5	1	7	1	5	7	5	1	3	5	2	6	5	15	141
2	3	14	1	4	12	8	4	..	4	8	2	19	1	11	15	11	1	6	6	6	18	16	36	313
1	2	3	..	2	4	4	1	1	....	4	....	8	....	7	9	4	..	3	2	7	..	1	5	122
3	14	15	..	6	18	2	9	..	6	4	4	2	5	9	9	9	..	2	15	8	12	7	14	272
6	10	6	..	4	18	7	12	..	7	5	4	5	3	5	10	7	..	8	6	4	19	7	16	264
9	24	21	..	10	36	9	21	..	13	9	8	7	8	14	19	16	..	10	21	12	31	14	30	536
1	3	8	..	3	2	2	2	..	....	2	1	1	1	3	4	4	..	..	1	1	6	2	18	117
1	1	5	1	2	1	3	1	..	1	2	1	3	1	2	4	3	1	..	..	3	1	3	17	107
2	4	13	1	5	3	5	3	..	1	4	2	4	2	5	8	7	1	..	1	4	7	5	35	224
6	18	32	..	11	25	7	14	..	10	9	6	15	6	18	21	19	..	5	17	13	30	20	53	561
8	15	19	2	10	30	19	15	1	8	16	6	23	5	19	30	19	2	14	13	16	26	16	53	634
14	33	51	2	21	55	26	29	1	18	25	12	38	11	37	51	38	2	19	30	29	56	36	106	1195
6	16	14	3	12	12	4	13	5	5	6	3	10	5	4	8	5	1	9	10	12	5	13	26	322
1	2	3	3	2	2	3	1	2	1	1	....	1	1	2	4	3	..	1	3	6	6	7	1	80
7	18	17	6	14	14	7	14	7	6	7	3	11	6	6	12	8	1	10	13	18	11	20	27	402
....	..	..	..	..	....	..	2	..	....	....	....	....	....	....	....	....	..	..	..	1	..	....	1	6
....	..	..	..	..	....	..	3	..	....	....	....	....	....	1	....	....	..	..	..	..	..	....	....	4
....	..	..	..	..	....	..	5	..	....	....	....	....	....	1	....	....	..	..	..	1	..	....	1	10
....	..	..	..	2	....	..	..	..	1	....	....	....	....	1	....	....	..	..	..	3	1	1	....	13
....	..	..	..	..	1	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	1	2	4
....	..	..	..	2	1	..	..	..	1	....	....	....	....	1	....	....	..	..	..	3	1	2	2	17
....	..	..	..	..	....	..	..	..	....	....	1	....	....	....	....	....	..	..	..	..	..	....	....	1
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	....
....	..	..	..	..	....	..	..	..	....	....	1	....	....	....	....	....	..	..	..	..	..	....	....	1
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	1	....	....	2
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	....
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	1	....	....	2
....	..	..	..	..	....	1	1	..	....	....	....	....	....	....	1	1	..	1	2	..	..	1	1	16
....	..	..	..	..	....	..	..	..	....	....	....	....	....	1	....	1	..	..	2	..	..	....	1	7
....	..	..	..	..	....	1	1	..	....	....	....	....	....	1	1	2	.	1	4	..	..	1	2	

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
Causes not specified	M	...	4	9	4	2	10	7	3	2	...	3	8	10	4	4	3
	F	...	1	8	5	6	6	3	3	2	1	3	8	6	1	3	2
	Total.	...	5	17	9	8	16	10	6	4	1	6	16	16	5	7	5
Erroneously specified	M	...	5	2	2	...	3	...	7	2	1	3	6	...	1	4	1
	F	...	1	3	6	...	1	1	3	...	3	3	4	1	2	1	4
	Total.	...	6	5	8	...	4	1	10	2	4	6	10	1	3	5	5
Total Order V.	M	..	19	18	13	4	26	11	26	10	5	15	33	20	9	16	14
	F	1	3	11	13	6	10	6	9	3	5	8	18	9	5	4	6
	Total.	1	22	29	26	10	36	17	35	13	10	23	51	29	14	20	20
DISEASES.																	
I.—1. *Miasmatic.*																	
1 Small Pox	M	...	...	...	8	..	...	...	1	...	1	1	1	...	.....	.....	.....
	F	...	...	...	5	...	...	...	...	...	1	1	1	...	.....	1	.....
	Total.	...	...	...	13	...	...	...	1	...	2	2	2	...	.....	1	.....
2 Measles	M	...	4	...	1	...	1	...	...	..	...	1	1	7	.....	.....	2
	F	...	6	2	3	1	5	...	3	1	...	...	1	5	.....	.....	2
	Total.	...	10	2	4	1	6	...	3	1	...	1	2	12	.....	.....	4
3 Scarlatina	M	...	...	...	3	...	...	...	...	...	...	2	...	...	.....	.....	.....
	F	..	..	...	5	...	2	...	...	...	...	...	1	2	1	.....	.....
	Total.	...	...	...	8	...	2	...	...	...	...	2	1	2	1	.....	.....
4 Diphtheria	M	...	3	...	2	4	1	...	...	6	...	...	8	2	11	1	.....
	F	...	2	1	...	3	4	1	1	4	1	...	8	3	12	2	2
	Total.	...	5	1	2	7	5	1	1	10	1	...	16	5	23	3	2
5 Quinsy	M	...	...	...	...	...	...	...	...	...	..	...	...	1	.....	.....	.....
	F	...	...	...	...	...	...	1	1	...	...	...	...	...	.....	.....	.....
	Total.	...	...	...	...	...	...	1	1	...	...	...	...	1	.....	.....	.....
6 Croup	M	...	1	2	5	3	5	...	1	2	¬	3	2	2	2	1	2
	F	...	...	1	3	1	7	...	4	2	...	2	2	1	3	3	1
	Total.	...	1	3	8	4	12	...	5	4	...	5	4	3	5	4	3
7 Whooping Cough	M	...	2	2	...	1	...	...	2	1	1	1	8	1	5	2	5
	F	...	3	2	1	...	...	...	1	...	5	5	4	...	3	2	5
	Total.	..	5	4	1	1	...	...	3	1	6	6	12	1	8	4	10
8 Infantile Fever	M	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	.....
	F	...	...	...	...	...	..	...	...	...	...	..	...	...	.....	.....	.....
	Total.	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	.....

CLASSIFIED ARRANGEMENT.—*Continued.*

in the several Counties, statistically classified.

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
6	5	8	2	4	9	13	7	3	3	6	1	4	8	10	15	23	1	3	9	9	17	10	3	252
3	6	2	3	3	7	8	8	5	2	4	3	3	10	11	9	20	...	3	7	4	10	3	3	195
9	11	10	5	7	16	21	15	8	5	10	4	7	18	21	24	43	1	6	16	13	27	13	6	447
1	3	5	2	3	3	2	9	...	1	3	.....	1	2	3	8	2	..	2	5	..	17	5	8	122
1	2	5	1	6	4	1	4	...	.....	3	2	.....	2	4	7	2	...	...	3	..	6	...	7	93
2	5	10	3	9	7	3	13	...	1	6	2	1	4	7	15	4	...	2	8	...	23	5	15	215
13	24	27	7	21	25	20	31	8	10	15	5	15	15	18	32	31	2	15	26	25	41	30	39	734
5	10	10	7	11	14	12	16	7	3	8	5	4	13	19	20	26	.	4	15	10	22	11	14	383
18	34	37	14	32	39	32	47	15	13	23	10	19	28	37	52	57	2	19	41	35	63	41	53	1117
.																								
1	...	...	...	...	.....	..	3	...	.....	3	1	1	1	2	..	6	...	1	...	...	1	1	28	61
2	...	...	...	...	1	...	4	...	.....	4	.....	2	....	.....	.....	4	...	...	4	...	2	... ..	19	51
3	...	...	...	...	1	...	7	...	.....	7	1	3	1	2	.....	10	...	1	4	...	3	1	47	112
.....	3	3	2	1	.....	2	3	...	.....	3	.....	1	.....	.....	3	.....	...	...	...	...	1	2	7	48
1	1	3	...	3	1	2	1	...	.....	2	.....	2	2	.....	6	.....	...	..	..	...	2	1	4	60
1	4	6	2	4	1	4	4	...	.....	5	.....	3	2	.....	9	.....	...	...	...	...	3	3	11	108
.....	...	4	...	1	.....	4	...	...	....	.....	.....	.....	.....	.....	1	9	...	2	1	1	...	1	5	34
1	...	5	...	...	2	3	2	...	.....	.....	.....	1	1	.....	.....	1	...	...	...	...	1	.....	5	33
1	...	9	...	1	2	7	2	...	.....	.....	.....	1	1	.....	1	10	...	2	1	1	1	1	10	67
.....	2	10	...	...	6	2	1	...	3	.....	.....	2	2	.....	10	.....	...	1	8	1	9	2	5	102
.....	1	13	...	..	12	...	5	...	2	1	.....	4	.....	.....	4	1	...	1	4	1	10	6	6	115
.....	3	23	...	...	18	2	6	...	5	1	.....	6	2	.....	14	1	...	2	12	2	19	8	11	217
.....	...	...	...	...	.....	...	1	...	.....	.....	.....	.....	.....	... .	.....	.....	...	...	...	1	...	1	. ....	4
.....	...	...	...	..	. ....	...	...	...	.....	.. ...	1	.....	.....	1	.....	.....	...	...	...	...	...	.....	. ....	4
.....	...	..	..	...	.....	. .	...	...	.....	.....	1	.....	.....	1	.....	.....	...	...	...	1	...	1	.....	8
.....	4	3	...	2	1	2	2	...	.....	3	.....	1	3	2	3	1	...	...	5	4	7	.....	4	78
.....	2	2	1	1	1	..	2	...	2	1	.....	1	3	4	.... .	.....	...	...	2	3	4	4	3	66
.....	6	5	1	3	2	2	4	...	2	4	.....	2	6	6	3	1	...	..	7	7	11	4	7	144
3	...	...	...	3	.....	4	1	...	.....	1	.....	1	.....	.....	.....	.....	...	...	2	2	6	3	7	64
1	2	3	...	5	2	2	6	...	1	.....	.....	.....	.. ...	.....	1	1	...	2	1	...	5	3	4	70
4	2	3	...	8	2	6	7	...	1	1	....	1	.....	.....	1	1	...	2	3	2	11	6	11	134
.....	...	2	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	.....	.....	4
.....	...	3	...	...	1	...	...	...	.....	.....	....	.....	.....	.....	.....	.....	...	...	..	...	...	.....	.....	4
.....	...	5	...	...	1	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	.....	.....	8

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
9 Erysipelas	M	...	3	1	...	...	3	1	...	1	...	2	...	3	1	.....	2
	F	...	2	...	1	1	...	1	...	1	...	1	...	1	1	1	1
	Total.	...	5	1	1	1	3	2	...	2	..	3	...	4	2	1	3
10 Metria (or Puerperal Fever)	F	...	3	2	3	1	3	...	2	...	...	5	7	5	5	6	1
11 Influenza	M	...	...	...	1	..	2	...	1	...	...	2	2	...	.....	2	.....
	F	...	...	...	...	...	3	...	...	..	1	...	1	...	.....	.....	.....
	Total.	...	...	...	1	...	5	...	1	...	1	2	3	...	.....	2	.....
12 Dysentery	M	..	1	4	...	...	1	..	1	1	7	...	6	1	2	1	4
	F	...	2	1	2	...	3	...	...	2	6	1	7	...	3	.....	4
	Total.	...	3	5	2	...	4	...	1	3	13	1	13	1	5	1	8
13 Diarrhœa	M	...	5	1	6	2	5	...	...	2	4	3	6	8	7	1	6
	F	...	7	1	3	...	3	3	2	3	4	4	9	4	1	3	3
	Total.	..	12	2	9	2	8	3	2	5	8	7	15	12	8	4	9
14 Cholera Infantum	M	...	6	1	...	1	2	...	...	1	1	2	1	2	2	.....	.....
	F	..	5	...	1	...	...	...	...	...	2	3	2	...	2	1	.....
	Total.	...	11	1	1	1	2	...	...	1	3	5	3	2	4	1	. . ..
15 Cholera	M	...	...	...	1	...	1	1	...	1	...	...	2	...	2	.....	.....
	F	...	...	...	2	...	1	...	...	...	...	...	1	..	.....	.....	.....
	Total.	...	...	...	3	..	2	1	...	1	...	...	3	..	2	.....	.....
16 Ague	M	...	...	...	...	...	...	...	...	...	...	1	2	...	1	.....	.....
	F	...	..	...	...	...	1	...	. .	...	...	...	1	...	.....	.....	.....
	Total.	...	...	...	...	...	1	...	...	...	...	1	3	..	1	.....	.....
17 Remittent Fever	M	...	3	. .	...	...	1	...	1	..	2	...	1	1	.....	.....	.....
	F	...	2	...	...	...	1	...	...	2	...	...	1	...	.....	.....	.....
	Total.	..	5	...	...	...	2	...	1	2	2	...	2	1	.....	.....	.....
18 Typhoid Fever	M	2	9	6	3	4	4	1	3	5	6	9	13	7	3	1	8
	F	1	12	3	3	1	4	1	2	2	1	5	7	2	1	4	3
	Total.	3	21	9	6	5	8	2	5	7	7	14	20	9	4	5	11
19 Rheumatism	M	...	...	3	...	1	...	...	...	...	...	1	3	...	.....	1	1
	F	...	...	...	2	...	...	...	1	1	2	1	...	...	1	.....	1
	Total.	...	...	3	2	1	..	...	1	1	2	2	3	...	1	1	2
20 Fever	M	1	2	1	3	1	1	...	1	1	...	4		11	.....	2	1
	F	...	4	1	4	...	2	...	...	2	...	1	1	7	1	.....	2
	Total.	1	6	2	7	1	3	...	1	3	...	5	1	18	1	2	3

CLASSIFIED ARRANGEMENT.—*Continued.*

in the several Counties, statistically classified.

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
1	2	2	...	1	2	5	3	...	.....	3	1	1	.....	.....	.....	.....	...	1	1	1	3	2	9	55
1	...	...	1	1	2	1	3	...	.....	.....	1	.....	1	.....	.....	1	...	1	1	2	1	2	2	32
2	2	2	1	2	4	6	6	..	.....	3	2	1	1	.....	.....	1	...	2	2	3	4	4	11	87
.....	...	5	1	4	5	7	2	...	.....	.....	2	2	.. ..	2	6	2	...	1	2	2	4	3	8	101
.....	...	...	1	...	1	1	...	...	.....	.....	.....	1	.....	1	1	2	...	...	1	...	2	.....	.....	21
.....	...	...	1	...	.....	3	1	...	.....	.....	.....	.....	.....	1	.....	.....	...	...	..	1	1	.....	1	14
.....	...	...	2	...	1	4	1	...	.....	.....	.....	1	.....	2	1	2	...	...	1	1	3	.....	1	35
.....	...	7	...	2	3	2	7	...	3	2	.....	1	.....	.....	4	1	...	...	2	...	2	10	6	81
.....	1	4	...	1	7	1	2	...	4	1	4	.....	.....	1	6	1	1	...	3	...	1	10	10	89
... ..	1	11	...	3	10	3	9	...	7	3	4	1	.....	1	10	2	1	...	5	...	3	20	16	170
1	3	8	2	5	4	14	9	...	3	2	1	4	1	4	1	1	...	...	7	2	11	16	27	182
3	2	11	...	5	3	3	6	...	.....	6	.....	4	.....	2	3	3	...	1	6	5	10	12	17	152
4	5	19	2	10	7	17	15	...	3	8	1	8	1	6	4	4	...	1	13	7	21	28	44	334
.....	3	3	...	1	3	1	2	...	5	7	.....	1	2	.....	1	3	...	1	5	3	3	9	11	83
.....	3	6	..	...	2	2	1	...	3	2	.....	1	.....	.....	4	4	..	1	1	4	2	6	8	66
.....	6	9	...	1	5	3	3	..	8	9	.....	2	2	.....	5	7	...	2	6	7	5	15	19	149
.....	...	1	...	...	.....	1	1	...	.....	.....	2	.. ..	.....	.....	.....	1	..	1	1	1	...	1	1	19
.....	...	1	...	...	.....	2	1	...	.....	... ..	.....	.....	.....	.....	.....	.....	1	...	...	...	1	.....	3	13
.....	...	2	...	...	.....	3	2	...	.....	.....	2	.....	.....	.....	.....	1	1	1	1	1	1	1	4	32
.....	...	...	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	. . .	...	...	...	...	...	.....	.....	5
.....	...	1	...	1	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	. .	..	...	...	...	.....	.....	4
.....	...	1	...	1	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	.....	.....	9
.....	1	...	...	1	1	1	...	1	.....	.....	1	.....	... ..	.....	1	... ..	...	...	...	...	1	1	2	20
.....	1	...	...	...	1	...	2	...	.....	1	.....	.....	4	.....	1	.....	...	1	...	1	...	1	.....	19
.....	2	...	...	1	2	1	2	1	.....	1	1	.....	4	.....	2	.....	...	1	...	1	1	2	2	39
3	9	7	...	5	3	6	7	1	4	11	2	2	.....	1	5	3	3	1	13	5	6	8	18	207
4	10	4	...	8	3	4	10	...	5	8	1	.....	2	.....	1	3	...	1	10	2	5	6	23	162
7	19	11	...	13	6	10	17	1	9	19	3	2	2	1	6	6	3	2	23	7	11	14	41	369
1	...	1	...	...	1	...	...	...	.....	.....	2	... ..	1	1	.....	4	...	...	1	..	4	.....	3	29
.....	1	2	...	1	1	...	3	...	.....	.....	1	1	1	1	1	2	...	1	2	1	2	1	3	34
1	1	3	..	1	2	...	3	...	.. ..	.....	3	1	2	2	1	6	...	1	3	1	6	1	6	63
1	...	...	...	2	1	...	2	...	.....	1	.....	15	....	1	1	1	...	1	1	1	1	1	3	62
1	2	1	...	4	4	...	2	...	1	.....	2	11	.....	5	4	.....	...	2	5	..	1	1	4	75
2	2	1	...	6	5	...	4	...	1	1	2	26	.....	6	5	1	..	3	6	1	2	2	7	137

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
21 Scarlet Fever	M	...	1	...	7	3	4	..	...	1	1	6	...	2	1	.....	.....
	F	...	1	...	7	...	5	...	...	...	1	6	...	...	3	.....	2
	Total.	...	2	...	14	3	9	...	...	1	2	12	...	2	4	.....	2
Total Miasmatic	M	3	40	21	40	20	31	3	11	23	23	38	56	48	38	13	31
	F	1	49	14	45	8	44	7	17	20	24	35	54	30	37	23	27
	Total.	4	89	35	85	28	75	10	28	43	47	73	110	78	75	36	58
I.—2. *Enthetic.*																	
1 Syphilis	M	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....
	F	...	...	...	...	...	...	...	...	...	...	...	...	...	....	.....	.....
	Total.	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....
2 Stricture of Urethra	M	...	...	...	...	...	...	...	...	...	...	1	...	...	.....	.....	.....
	F	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....
	Total.	...	...	...	...	...	...	...	...	...	...	1	...	...	.....	.....	.....
3 Hydrophobia	M	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....
	F	...	...	...	...	...	...	...	...	...	...	...	...	...	1	.....	.....
	Total.	...	...	...	...	...	...	...	...	...	...	..	...	...	1	.....	.....
Total Enthetic	M	...	...	...	...	...	...	...	...	...	...	1	...	...	.....	.....	.....
	F	...	...	...	...	...	...	...	...	...	...	...	...	...	1	.....	.....
	Total.	...	...	..	...	...	...	...	...	...	...	1	...	...	1	.....	.....
I.—3. *Dietic.*																	
1 Privation	M	...	...	...	...	...	..	...	...	..	1	...	1	...	.....	.....	.....
	F	...	...	...	..	...	...	...	...	...	...	...	...	...	.....	.....	.....
	Total.	...	...	...	..	...	...	...	...	...	1	...	1	...	.....	.....	.....
2 Purpura and Scurvy	M	...	..	...	...	...	...	...	...	2	...	...	...	...	1	.....	.....
	F	..	...	...	...	...	...	...	...	...	...	1	...	...	.....	.....	.....
	Total.	...	...	...	...	...	...	...	...	2	...	1	...	...	1	.....	.....
3 Delirium Tremens (*Alcoholism.*)	M	...	...	...	...	...	...	1	...	...	...	...	1	...	.....	.....	.....
	F	..	...	...	...	...	...	..	...	...	...	..	...	...	.....	.....	....
	Total.	...	...	..	...	...	..	1	...	...	...	...	1	...	.....	.....	.....
4 Intemperance (*Alcoholism.*)	M	...	...	...	1	...	...	...	1	...	...	...	...	1	.....	....	.....
	F	..	...	...	...	...	...	..	...	...	...	...	...	..	.....	.....	.....
	Total.	...	...	...	1	...	...	..	1	...	...	...	...	1	.....	.....	.....
Total Dietic	M	...	...	...	1	...	..	1	1	2	1	...	2	1	1	.....	.....
	F	...	...	...	...	...	...	...	...	...	...	1	...	..	.....	.....	.....
	Total.	...	...	...	1	...	...	1	1	2	1	1	2	1	1	.....	.....

CLASSIFIED ARRANGEMENT.—*Continued.*

in the several Counties, statistically classified.

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
.....	2	12	...	1	4	6	2	...	.....	.....	3	10	.....	3	3	13	...	1	1	..	...	.....	4	93
.....	2	12	...	...	6	12	2	...	.....	.....	2	4	.....	.....	1	10	...	..	...	2	...	.....	3	81
.....	4	24	...	1	10	18	4	...	.....	.....	7	14	...	3	4	23	...	1	1	2	...	.....	7	174
11	29	63	5	25	30	51	44	2	18	36	15	41	10	15	34	45	3	10	49	22	57	58	140	1252
14	28	76	4	34	54	42	55	...	18	26	14	33	14	17	38	33	2	12	41	24	52	56	123	1245
25	57	139	9	59	84	93	99	2	36	62	29	74	24	32	72	78	5	22	90	46	109	114	263	2497
.....	...	1	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	1	2	4
.....	...	...	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	.....	1	1
.....	...	1	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	1	3	5
.....	..	1	..	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	.....	.....	2
.....	...	...	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	.....	.....	.....
.....	...	1	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	.....	.....	2
.....	...	...	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	.....	.....	.....
.....	...	...	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	.....	.....	1
.....	...	...	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	..	...	.....	. ...	1
.....	...	2	...	...	.....	...	..	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	1	2	6
.....	...	...	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	.....	1	2
.....	...	2	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	1	3	8
.....	...	1	...	...	.....	...	...	...	1	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	.....	.....	2
.....	...	1	...	...	.....	...	..	...	1	.....	.....	.....	.....	.....	.....	.....	...	..	...	...	...	1	1	6
.....	...	...	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	1	1	...	...	.....	1	6
.....	...	...	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	..	...	...	...	.....	1	2
.....	...	...	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.	1	1	...	...	.....	2	8
.....	2	...	...	...	.....	...	...	...	.....	1	.....	.....	.....	.....	2	.....	...	...	1	...	...	2	2	12
.....	...	...	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	..	...	...	...	...	.....	.....	.... .
.....	2	...	...	...	.....	...	...	...	.....	1	.....	.....	.....	.....	2	.....	...	...	1	...	...	2	2	12
1	2	...	...	..	.....	2	1	...	.....	.....	.....	2	.....	.....	1	.....	...	...	..	...	1	1	3	17
.....	...	...	...	...	.....	..	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	4	1	5
1	2	...	...	...	.....	2	1	...	.....	.....	.....	2	.....	.....	1	.....	...	..	...	...	1	5	4	22
1	4	...	...	...	.....	2	1	...	.....	1	.....	2	.....	.....	3	.....	...	1	2	...	1	4	7	39
.....	...	1	...	...	1	...	..	...	1	.....	.....	.....	.....	.....	...	.....	...	...	1	..	...	4	2	11
1	4	1	...	...	1	2	1	...	1	1	.....	2	.....	.....	3	.....	...	1	3	...	1	8	9	50

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
I.—4. *Parasitic.*																	
1 Thrush	M	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....	1
	F	...	...	...	...	...	..	...	...	...	...	1	1	1	.....	.....	.....
	Total.	...	...	...	..	...	...	...	...	...	...	1	1	1	.....	.....	1
2 Worms	M	..	...	...	2	...	...	...	1	...	1	...	..	...	1	.....	.....
	F	...	...	...	1	...	...	..	1	...	...	1	...	1	.....	.....	1
	Total.	...	...	...	3	...	...	...	2	...	1	1	...	1	1	.....	1
Total Parasitic	M	...	...	...	2	...	...	...	1	...	1	...	...	...	1	.....	1
	F	...	...	...	1	...	...	...	1	...	...	2	1	2	.....	.....	1
	Total.	...	...	...	3	...	...	...	2	...	1	2	1	2	1	.....	2
II.—1. *Diathetic.*																	
1 Dropsy and Anæmia	M	..	1	2	2	2	5	...	4	3	3	3	3	5	2	.....	5
	F	...	2	...	2	4	6	...	5	2	3	5	1	2	1	1	8
	Total.	...	3	2	4	6	11	...	9	5	6	8	4	7	3	1	13
2 Cancer	M	...	1	2	1	2	1	1	2	1	2	2	3	...	2	1	1
	F	..	2	3	2	...	2	...	1	5	2	4	2	2	1	1	5
	Total.	...	3	5	3	2	3	1	3	6	4	6	5	2	3	2	6
3 Noma (Canker)	M	...	...	...	...	...	...	...	..	...	...	...	...	..	.....	....	.....
	F	...	..	...	...	...	...	...	...	...	...	1	...	...	.....	1	.....
	Total.	...	...	...	...	...	...	...	...	..	...	1	..	...	.....	1	.....
4 Abscess	M	...	...	...	...	1	1	...	1	...	1	1	...	...	.. ...	2	1
	F	...	...	1	1	...	1	1	...	1	...	1	...	1	.....	.....	....
	Total.	...	...	1	1	1	2	1	1	1	1	2	...	1	.....	2	1
5 Mortification	M	...	...	..	1	...	..	...	...	...	...	...	1	...	.....	.....	1
	F	...	...	...	...	...	...	...	...	1	...	...	1	...	.....	.....	.....
	Total.	...	...	...	1	..	...	...	...	1	...	...	2	...	.....	.....	1
6 Hemorrhage	M	...	...	...	...	...	..	...	...	1	1	2	..	...	.....	.....	2
	F	...	...	1	1	1	1	1	1	2	2	...	1	...	.....	1	3
	Total.	...	...	1	1	1	1	1	1	3	3	2	1	...	.....	1	5
Total Diathetic	M	...	2	4	4	5	7	1	7	5	7	8	7	5	4	3	10
	F	...	4	5	6	5	10	2	7	11	7	11	5	5	2	4	16
	Total.	...	6	9	10	10	17	3	14	16	14	19	12	10	6	7	26
II.—2. *Tubercular.*																	
1 Scrofula	M	...	..	1	...	...	...	1	...	...	1	...	...	...	2	.....	.....
	F	.	...	...	...	...	...	...	1	..	...	...	...	1	.....	....	1
	Total.	...	...	1	...	...	...	1	1	...	1	...	...	1	2	.....	1

CLASSIFIED ARRANGEMENT.—*Continued.*

in the several Counties, statistically classified.

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth	York.	Province of Ontario.
1	...	...	...	...	.....	...	...	...	.....	.. ...	.. ..	.... .	.....	.....	.....	.....	...	...	...	..	...	.....	1	3
.....	...	2	1	1	.....	...	...	...	.....	.....	.....	.....	.....	.. ..	.....	.....	...	...	...	1	...	.....	2	10
1	...	2	1	1	.....	...	...	...	.....	.....	.....	. ....	.....	.....	.....	.....	...	...	...	1	...	.....	3	13
.....	...	1	...	...	.....	...	...	...	.....	.....	1	.....	.....	.....	1	.....	...	...	...	...	...	1	.....	9
.....	...	1	..	...	.....	1	...	...	.....	.....	.....	.....	.....	2	.....	.....	1	...	...	...	...	.....	.....	10
.....	...	2	...	...	.....	1	...	...	.....	.....	1	.....	.....	2	1	.....	1	...	..	...	...	1	.....	19
1	...	1	...	...	.....	..	..	...	.....	.....	1	.....	.....	.....	1	.....	..	..	...	...	...	1	1	12
.....	...	3	1	1	... ..	1	...	...	.....	...	.....	.....	.....	2	.....	.....	1	...	...	1	...	.....	2	20
1	...	4	1	1	.....	1	...	...	.....	.....	1	.....	.....	2	.....	.....	1	...	...	1	...	1	3	32
2	8	2	...	...	4	1	5	1	.....	4	1	1	3	6	1	4	..	1	6	4	7	3	11	115
1	8	5	...	5	3	4	6	1	1	2	4	2	1	3	3	9	...	2	9	4	...	3	6	124
3	16	7	...	5	7	5	11	2	1	6	5	3	4	9	4	13	...	3	15	8	7	6	17	239
.....	...	1	1	1	1	1	4	1	3	1	1	1	2	5	.....	1	...	...	...	2	3	3	11	65
.....	2	2	2	2	4	2	3	...	1	1	1	1	5	1	2	.....	...	1	3	...	5	2	7	79
.....	2	3	3	3	5	3	7	1	4	2	2	2	7	6	2	1	...	1	3	2	8	5	18	144
.....	...	...	1	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	1	.....	.....	2
.....	..	...	...	...	.....	...	...	...	1	.. ...	.....	.....	.....	.....	.....	.....	...	...	...	..	1	.....	.....	4
.....	...	...	1	...	.....	...	...	...	1	.....	... ..	.....	.....	.....	.....	.....	...	1	...	...	2	.....	.....	6
.....	..	2	1	...	.....	2	...	...	1	.....	2	2	1	1	1	.....	...	..	...	1	...	1	.....	23
2	1	...	...	2	.....	...	...	...	1	3	1	.....	.....	.....	.....	.....	...	...	..	...	1	.....	6	24
2	1	2	1	2	.. ..	2	...	...	2	3	3	2	1	1	1	.....	...	...	...	1	1	1	6	47
.....	...	...	...	...	.....	...	1	...	.....	.....	.....	....	1	.....	.....	.....	...	...	...	...	...	.....	.....	5
.....	...	1	...	...	1	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	... ..	.....	4
.....	..	1	...	...	1	...	1	..	.....	.....	.....	.....	1	.....	.....	.....	...	...	...	...	...	. ..	.....	9
1	1	1	...	1	1	2	...	...	.....	1	1	.....	1	.....	.....	.....	...	1	...	...	2	2	.....	21
1	..	1	...	...	.....	1	...	...	... ..	.....	. ....	.....	.. ...	.....	.....	.....	...	...	3	3	3	3	2	32
2	1	2	...	1	1	3	...	...	.....	1	1	.....	1	.....	.....	.....	...	1	3	3	5	5	2	53
3	9	6	3	2	6	6	10	2	4	6	5	4	8	12	2	5	..	2	6	7	13	9	22	231
4	11	9	2	9	8	7	9	1	4	6	6	3	6	4	5	9	...	3	15	7	10	8	21	267
7	20	15	5	11	14	13	19	3	8	12	11	7	14	16	7	14	..	5	21	14	23	17	43	498
.....	1	...	..	...	.....	...	...	...	.....	.....	.....	1	1	.....	.....	.....	...	...	1	...	..	.....	1	10
.....	...	..	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	1	...	...	...	1	1	6
.....	1	...	...	...	.....	...	...	..	... ..	.....	.....	1	1	.....	.....	.....	...	1	1	...	...	1	2	16

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
2 Tabes Mesenterica	M	..	..	..	1	..	1	..	..	..	..	..	..	..	1	1	....
	F	..	..	..	..	..	1	..	..	..	..	..	..	..	....	....	1
	Total.	..	..	..	1	..	2	..	..	..	..	..	..	..	1	1	1
3 Phthisis, Consumption of Lungs	M	..	26	7	10	3	12	9	13	9	9	21	16	10	13	5	29
	F	..	20	5	23	8	16	7	9	20	7	29	32	19	13	7	43
	Total.	..	46	12	33	11	28	16	22	29	16	50	48	29	26	12	72
4 Hydrocephalus	M	..	1	2	3	1	2	..	1	1	..	2	3	2	3	3	3
	F	..	..	..	3	1	..	..	1	1	3	1	..	2	2	2	2
	Total.	..	1	2	6	2	2	..	2	2	3	3	3	4	5	5	5
Total Tubercular	M	..	27	10	14	4	15	10	14	10	10	23	19	12	19	9	32
	F	..	20	5	26	9	17	7	11	21	10	30	32	22	15	9	47
	Total.	..	47	15	40	13	32	17	25	31	20	53	51	34	34	18	79
III.—1. *Nervous System.*																	
1 Cephalitis	M	..	..	..	..	1	1	1	..	..	..	..	..	..	1	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	1	..	....	....	....
	Total.	..	..	..	..	1	1	1	..	..	..	..	1	..	1	....	....
2 Cerebro-Spinal Meningitis	M	..	3	3	2	1	1	..	..	..	2	..	4	1	....	....	2
	F	..	2	4	3	..	1	..	..	..	1	1	3	..	....	....	2
	Total.	..	5	7	5	1	2	..	..	..	3	1	7	1	....	....	4
3 Apoplexy	M	..	5	2	3	2	..	3	1	1	4	4	1	3	1	3	5
	F	..	2	1	1	..	2	1	1	2	2	1	2	2	....	....	....
	Total.	..	7	3	4	2	2	4	2	3	6	5	3	5	1	3	5
4 Paralysis	M	..	1	..	7	..	..	3	1	1	2	4	6	2	2	2	1
	F	..	..	1	3	1	..	2	..	1	1	5	2	3	....	3	2
	Total.	..	1	1	10	1	..	5	1	2	3	9	8	5	2	5	3
5 Insanity	M	..	1	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	1	..	..	..	..	1	..	1	....	....
	Total.	..	1	..	..	..	..	1	..	..	..	..	1	..	1	....	....
6 Chorea	M	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	1	..	..	..	..	..	....	....	....
	Total.	..	..	..	..	..	..	..	1	..	..	..	.	..	....	....	....
7 Epilepsy	M	..	2	..	..	..	..	2	..	..	..	1	2	..	....	....	....
	F	..	..	2	1	..	..	..	1	..	1	..	..	..	....	1	....
	Total.	..	2	2	1	..	..	2	1	..	1	1	2	..	....	1	....

CLASSIFIED ARRANGEMENT.—*Continued.*

in the several Counties, statistically classified.

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
....	..	..	...	1	....	1	1	..	....	1	1	....	....	....	1	1	..	1	..	..	1	....	....	13
....	2	..	...	..	1	..	..	..	1	....	1	....	....	....	....	....	..	2	..	..	..	....	3	12
....	2	..	..	1	1	1	1	..	1	1	2	....	....	....	1	1	..	3	..	..	1	....	3	25
3	8	26	4	16	18	18	12	..	8	6	5	5	6	5	13	19	1	11	23	10	21	33	57	520
10	10	28	1	12	17	9	27	1	9	8	5	8	14	16	14	21	..	12	30	12	18	27	56	623
13	18	54	5	28	35	27	39	1	17	14	10	13	20	21	27	40	1	23	53	22	39	60	113	1143
2	1	2	..	..	4	3	..	..	2	5	....	1	1	1	4	....	..	1	..	..	2	3	11	71
....	1	..	...	3	1	2	1	..	....	2	1	....	....	1	2	....	..	2	..	1	4	1	1	41
2	2	2	..	3	5	5	1	..	2	7	1	1	1	2	6	....	..	3	..	1	6	4	12	112
5	10	28	4	17	22	22	13	..	10	12	6	7	8	6	18	20	1	13	24	10	24	36	69	613
10	13	28	1	15	19	11	28	1	10	10	7	8	14	17	16	21	..	17	30	13	22	29	61	682
15	23	56	5	32	41	33	41	1	20	22	13	15	22	23	34	41	1	30	54	23	46	65	130	1295
....	..	1	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	5
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	1	2
....	..	1	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	1	7
....	..	2	..	1	....	1	2	..	....	1	....	....	....	1	....	1	..	2	..	5	2	5	6	48
....	..	4	1	3	1	..	1	..	....	....	....	....	....	....	1	1	..	1	1	..	..	4	10	45
....	..	6	1	4	1	1	3	..	....	1	....	....	....	1	1	2	..	3	1	5	2	9	16	93
2	2	1	..	1	5	4	2	..	2	3	2	1	4	1	2	3	..	..	8	1	3	5	9	99
1	2	..	..	1	....	1	1	..	2	1	....	....	....	2	....	2	..	..	8	..	4	3	6	51
3	4	1	..	2	5	5	3	..	4	4	2	1	4	3	2	5	..	..	16	1	7	8	15	150
2	2	5	..	4	1	1	4	..	4	1	2	1	3	4	2	2	..	1	2	5	3	3	20	104
2	1	3	..	3	....	1	2	..	4	1	....	4	2	3	3	2	..	2	..	2	5	8	8	80
4	3	8	..	7	1	2	6	..	8	2	2	5	5	7	5	4	..	3	2	7	8	11	28	184
....	1	1	..	..	....	..	..	..	1	....	....	....	....	....	....	....	..	..	..	..	..	1	1	6
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	1	..	..	1	2	7
....	1	1	..	..	....	..	..	..	1	....	....	....	....	....	....	....	..	..	1	..	..	2	3	13
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	....
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	1
...	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	1
1	1	3	..	1	....	..	..	..	....	....	....	....	....	....	....	....	..	..	2	..	..	1	3	19
..	2	..	..	..	1	1	..	..	1	....	....	....	1	....	....	....	..	..	1	..	1	2	....	16
1	3	3	..	1	1	1	..	..	1	....	....	....	1	....	....	....	..	..	3	..	1	3	3	35

5 49

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
8 Tetanus	M	..	1	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	1	..	..	..	.	..	..	..	..	..	..	..	....	....	....
9 Convulsions	M	..	2	1	2	1	..	3	3	8	5	2	4	6	....	2	4
	F	1	3	5	2	1	1	5	1	1	3	2	3	6	....	....	11
	Total.	1	5	6	4	2	1	8	4	9	8	4	7	12	....	2	15
10 Brain Disease	M	..	2	2	..	2	2	1	1	4	..	3	1	2	2	....	1
	F	..	5	3	2	2	..	1	1	7	3	1	1	3	....	....	1
	Total.	..	7	5	2	4	2	2	2	11	3	4	2	5	2	....	2
11 Spinal Disease	M	..	1	..	..	..	..	..	..	1	1	..	..	..	....	1	8
	F	..	2	..	1	..	..	..	..	..	..	..	1	2	....	....	5
	Total.	..	3	..	1	..	..	..	..	1	1	..	1	2	....	1	13
12 Meningitis	M	..	1	1	1	1	1	..	2	..	...	1	2	2	1	1	....
	F	..	..	..	..	..	..	..	..	1	..	1	2	..	4	1	....
	Total.	..	1	1	1	1	1	..	2	1	..	2	4	2	5	2	....
13 Congestion of Brain	M	..	..	2	3	.	..	..	..	4	..	2	2	2	2	1	....
	F	..	..	..	..	2	1	2	..	3	1	2	1	1	2	....	2
	Total.	..	..	2	3	2	1	2	..	7	1	4	3	3	4	1	2
Total Nervous System	M	..	19	11	18	8	5	13	8	19	14	17	22	18	9	10	21
	F	1	14	16	13	6	5	12	5	15	12	13	17	17	7	5	23
	Total.	1	33	27	31	14	10	25	13	34	26	30	39	35	16	15	44
III.—2. *Organs of Circulation.*																	
1 Pericarditis	M	..	..	1	..	..	..	1	1	1	..	1	..	..	....	....	1
	F	..	..	1	..	..	1	..	..	1	..	..	..	1	1	1	....
	Total.	..	..	2	..	..	1	1	1	2	..	1	...	1	1	1	1
2 Aneurism	M	..	..	..	1	..	..	..	..	..	..	..	..	..	....	1	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	1	....
	Total.	..	..	..	1	..	..	..	..	..	..	..	..	..	....	2	....
3 Heart Disease	M	..	4	3	6	1	3	3	1	7	4	6	8	6	5	5	7
	F	..	5	5	8	..	4	1	4	4	5	5	11	3	4	1	6
	Total.	..	9	8	14	1	7	4	5	11	9	11	19	9	9	6	13
Total Organs of Circulation	M	..	4	4	7	1	3	4	2	8	4	7	8	6	5	6	8
	F	..	5	6	8	..	5	1	4	5	5	5	11	4	5	3	6
	Total.	..	9	10	15	1	8	5	6	13	9	12	19	10	10	9	14

CLASSIFIED ARRANGEMENT.

in the several Counties, statistically classified.—*Continued.*

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
....	..	..	..	1	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	2	4
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	....
....	..	..	..	1	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	2	4
2	2	2	5	1	3	4	4	..	2	3	1	* 1	....	1	5	2	..	6	12	7	7	3	17	133
1	3	6	2	2	3	3	5	..	2	5	....	2	....	2	5	3	..	1	14	1	5	10	14	134
3	5	8	7	3	6	7	9	..	4	8	1	3	....	3	10	5	..	7	26	8	12	13	31	267
2	1	7	2	4	4	2	1	1	1	4	....	2	3	2	4	4	1	2	6	..	6	5	10	97
....	4	4	..	2	1	2	1	..	2	6	....	....	....	2	....	3	..	1	3	1	5	3	6	76
2	5	11	2	6	5	4	2	1	3	10	....	2	3	4	4	7	1	3	9	1	11	8	16	173
1	1	2	..	1	....	..	4	..	....	....	....	....	1	....	....	....	..	1	1	1	1	1	3	30
1	..	..	..	2	1	..	..	..	....	1	....	....	....	....	1	1	..	..	1	..	..	1	....	20
2	1	2	..	3	1	..	4	..	....	1	....	....	1	....	1	1	..	1	2	1	1	2	3	50
....	1	2	..	..	....	2	..	..	....	....	....	....	....	....	1	2	..	1	..	..	2	3	6	34
....	..	1	..	..	2	1	..	..	....	....	....	....	....	....	....	....	..	1	..	..	3	3	5	25
....	1	3	..	..	2	3	..	..	....	....	....	....	....	....	1	2	..	2	..	..	5	6	11	56
....	1	3	..	1	2	1	..	..	....	....	....	....	....	1	....	2	..	..	2	2	1	....	3	37
....	..	..	..	..	2	..	1	..	....	1	....	....	....	1	2	....	..	..	..	1	..	....	5	30
....	1	3	..	1	4	1	1	..	....	1	....	....	....	2	2	2	..	..	2	3	1	....	8	67
10	12	29	7	15	15	15	17	1	10	12	....	5	5	11	10	14	16	1	13	33	21	25	27	80
5	12	18	3	13	11	9	11	..	11	15	....	....	6	3	10	12	12	..	6	29	5	23	35	57
15	24	47	10	28	26	24	28	1	21	27	....	5	11	14	20	26	28	1	19	62	26	48	62	137
....	..	2	..	..	....	..	..	..	....	....	....	1	....	....	....	2	..	..	..	..	..	....	1	12
....	..	..	..	..	....	..	..	..	....	....	....	....	2	....	2	....	..	..	..	..	..	1	2	13
....	..	2	..	..	....	..	..	..	....	....	....	1	2	....	2	2	..	..	..	..	..	1	3	25
....	..	1	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	3
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	1
....	..	1	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	4
5	3	11	..	3	10	1	16	..	2	2	1	1	1	5	4	5	..	2	3	4	5	6	11	170
3	6	11	..	3	8	3	6	..	2	5	....	2	4	....	10	3	..	3	4	8	12	5	17	181
8	9	22	..	6	18	4	22	..	4	7	1	3	5	5	14	8	..	5	7	12	17	11	28	351
5	3	14	..	3	10	1	16	..	2	2	1	2	1	5	4	7	..	2	3	4	5	6	12	185
3	6	11	..	3	8	3	6	..	2	5	....	2	6	....	12	3	..	3	4	8	12	6	19	195
8	9	25	..	6	18	4	22	..	4	7	1	4	7	5	16	10	..	5	7	12	17	12	31	380

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
III.—3. *Respiratory Organs.*																	
1 Laryngitis	M	..	..	..	..	1	..	..	..	..	..	..	..	3	....	....	....
	F	..	2	...	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	2	..	..	1	..	..	..	..	..	..	..	3	....	....	....
2 Bronchitis	M	..	3	1	5	3	2	..	1	2	..	2	4	3	3	5	2
	F	..	6	2	3	..	..	6	..	..	1	2	1	2	2	2	4
	Total.	..	9	3	8	3	2	6	1	2	1	4	5	5	5	7	6
3 Pleurisy	M	..	1	..	..	..	2	..	1	..	2	..	.	..	1	1	....
	F	..	..	..	1	..	..	..	..	..	1	..	..	..	....	....	....
	Total.	..	1	..	1	..	2	..	1	..	3	..	..	..	1	1	....
4 Pneumonia	M	1	13	7	1	9	11	5	13	5	4	6	25	10	18	2	11
	F	..	12	4	7	4	9	2	6	7	5	8	16	7	8	4	7
	Total.	1	25	11	8	13	20	7	19	12	9	14	41	17	26	6	18
5 Asthma	M	..	1	1	1	..	..	1	..	1	1	..	..	..	....	1	2
	F	..	..	2	1	..	..	..	1	..	..	..	..	..	....	2	2
	Total.	..	1	3	2	..	..	1	1	1	1	..	..	..	....	3	4
6 Lung Disease	M	..	2	..	2	..	1	4	2	4	2	5	5	2	1	2	7
	F	..	5	..	1	..	..	1	1	2	2	6	3	1	2	2	3
	Total.	..	7	.	3	..	1	5	3	6	4	11	8	3	3	4	10
Total Respiratory Organs	M	1	20	9	9	13	16	10	17	12	9	13	34	18	23	11	22
	F	..	25	8	13	4	9	9	8	9	9	16	20	10	12	10	16
	Total.	1	45	17	22	17	25	19	25	21	18	29	54	28	35	21	38
III.—4. *Digestive Organs.*																	
1 Gastritis	M	..	3	..	..	..	2	..	..	..	..	..	..	1	1	1	....
	F	..	..	..	..	..	..	..	..	2	1	1	1	..	....	....	....
	Total.	..	3	..	..	..	2	...	..	2	1	1	1	1	1	1	....
2 Enteritis	M	..	6	5	6	1	3	2	5	10	2	5	6	2	3	4	2
	F	..	2	1	1	2	2	1	3	5	2	1	5	8	1	1	11
	Total.	..	8	6	7	3	5	3	8	15	4	6	11	10	4	5	13
3 Peritonitis	M	..	1	1	..	..	2	1	1	..	2	..	3	..	1	....	1
	F	..	..	1	2	1	1	..	1	..	2	3	3	3	1	....	3
	Total.	..	1	2	2	1	3	1	2	..	4	3	6	3	2	....	4
4 Ascites	M	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....

CLASSIFIED ARRANGEMENT.—*Continued.*

in the several Counties, statistically classified.

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
....	1	1	..	..	4	1	..	..	....	1	....	2	....	....	....	....	..	..	4	..	..	3	1	22
.....	..	1	..	..	4	1	..	..	....	1	....	....	....	....	....	1	..	..	..	2	..	2	....	14
....	1	2	..	..	8	2	..	..	....	2	....	2	....	....	....	1	..	..	4	2	..	5	1	36
....	3	9	..	3	3	2	3	..	2	2	....	1	2	2	9	4	..	1	5	3	4	2	18	114
1	2	3	..	3	2	2	1	..	....	2	....	1	....	1	4	3	..	1	7	3	2	8	8	85
1	5	12	..	6	5	4	4	..	2	4	....	2	2	3	13	7	..	2	12	6	6	10	26	199
....	..	2	..	..	2	1	1	..	1	....	....	1	....	....	2	1	..	..	..	..	3	1	....	23
....	..	..	..	1	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	1	....	....	4
....	..	2	..	1	2	1	1	..	1	....	....	1	....	....	2	1	..	..	..	..	4	1	....	27
2	13	16	4	16	15	11	22	..	3	9	10	3	4	2	16	7	..	8	14	7	19	11	26	379
....	10	10	..	8	10	10	23	..	1	8	2	1	3	3	6	5	..	6	9	3	11	10	18	263
2	23	26	4	24	25	21	45	..	4	17	12	4	7	5	22	12	..	14	23	10	30	21	44	642
....	..	1	..	..	....	..	..	..	....	1	1	....	....	1	2	1	..	..	..	1	..	1	....	18
....	..	..	..	..	....	..	..	..	....	....	....	....	....	1	....	....	..	..	1	..	..	2	3	15
....	..	1	..	..	....	..	..	..	....	1	1	....	....	2	2	1	..	..	1	1	..	3	3	33
1	2	8	1	5	5	1	6	..	6	2	....	1	3	2	3	6	..	2	5	10	10	9	19	146
2	3	4	..	2	3	2	4	..	1	1	1	1	1	2	1	1	..	..	2	5	6	7	7	85
3	5	12	1	7	8	3	10	..	7	3	1	2	4	4	4	7	..	2	7	15	16	16	26	231
3	19	37	5	24	29	16	32	..	12	15	11	8	9	7	32	19	..	11	28	21	36	27	64	702
3	15	18	..	14	19	15	28	..	2	12	3	3	4	7	11	10	..	7	19	13	20	29	36	466
6	34	55	5	38	48	31	60	..	14	27	14	11	13	14	43	29	..	18	47	34	56	56	100	1168
....	2	2	..	..	....	..	1	..	....	....	....	....	....	....	....	2	..	2	2	..	1	....	....	20
....	2	2	..	..	....	..	1	..	....	....	....	....	....	....	....	1	..	3	1	..	..	3	1	19
....	4	4	..	..	....	..	2	..	....	....	....	....	....	....	....	3	..	5	3	..	1	3	1	39
3	..	4	2	3	4	4	7	..	1	9	1	2	3	2	2	2	1	6	10	..	14	8	8	158
1	3	9	1	3	5	5	5	..	1	3	3	.....	2	1	4	4	..	3	3	..	7	5	11	125
4	3	13	3	6	9	9	12	..	2	12	4	2	5	3	6	6	1	9	13	..	21	13	19	283
....	..	..	..	3	1	4	2	..	....	1	1	....	....	....	3	1	..	..	..	..	3	4	4	40
....	..	3	..	3	....	4	2	..	3	2	....	.....	....	2	1	....	1	1	1	2	2	2	6	56
....	..	3	..	6	1	8	4	..	3	3	1	....	....	2	4	1	1	1	1	2	5	6	10	96
....	..	..	1	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	2	3
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	2	2
....	..	..	1	...	....	..	..	..	....	....	....	....	....	....	....	....	.	..	..	..	..	....	4	5

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
5 Ulceration of Intestines	M	..	1	..	3	..	..	2	..	..	..	..	1	..	....	....	....
	F	..	..	..	..	..	1	..	..	..	..	..	..	..	....	....	....
	Total.	..	1	..	3	..	1	2	..	..	..	..	1	..	....	....	....
6 Hernia	M	..	1	..	2	..	..	..	..	1	1	..	1	..	2	....	....
	F	1	..	..	1	..	..	..	..	..	..	..	..	..	....	1	....
	Total.	1	1	..	3	..	..	..	..	1	1	..	1	..	2	1	....
7 Ileus	M	..	..	..	..	..	..	..	..	..	..	..	2	1	1	....	1
	F	..	..	..	..	..	..	..	1	..	..	..	1	..	....	1	....
	Total.	..	..	..	..	..	..	..	1	..	..	..	3	1	1	1	1
8 Intussusception	M	..	1	1	..	..	..	..	..	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	1	1	..	..	..	..	..	..	..	..	..	..	....	....	....
9 Stricture of Intestines	M	..	..	..	..	..	1	1	..	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	..	..	..	..	1	1	..	..	..	..	..	..	....	....	....
10 Fistula	M	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
11 Stomach Disease	M	..	..	..	..	..	1	..	1	2	..	..	3	1	....	....	2
	F	..	1	..	..	1	1	..	1	..	2	..	1	2	.....	1	3
	Total.	..	1	..	..	1	2	..	2	2	2	..	4	3	....	1	5
12 Hepatitis	M	..	..	1	..	..	1	..	1	..	..	....	..	..	....	....	1
	F	..	..	..	..	..	1	..	..	..	..	..	..	..	....	....	....
	Total.	..	..	1	..	..	2	..	1	....	..	..	..	..	....	.....	1
13 Jaundice	M	..	..	..	..	..	..	..	1	..	..	..	3	..	....	....	1
	F	..	..	..	..	..	..	..	..	1	..	1	..	..	....	....	....
	Total.	..	..	..	..	..	..	..	1	1	..	1	3	..	....	....	1
14 Liver Disease	M	..	1	1	4	1	1	..	2	..	4	..	2	2	1	1	3
	F	..	2	1	..	1	2	1	..	..	..	2	..	3	....	1	3
	Total.	..	3	2	4	2	3	1	2	..	4	2	2	5	1	2	6
15 Spleen Disease	M	..	..	..	..	..	..	..	1	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	..	..	..	..	..	..	1	..	..	..	..	..	....	....	....

CLASSIFIED ARRANGEMENT.—*Continued.*

in the several Counties, statistically classified.

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
....	..	..	..	1	2	1	2	..	....	....	1	....	....	1	....	....	..	1	..	..	..	1	5	22
....	..	..	..	1	....	..	1	..	....	1	....	....	1	....	....	....	..	..	..	..	..	1	2	8
....	..	..	..	2	2	1	3	..	....	1	1	....	1	1	....	....	..	1	..	..	..	2	7	30
....	..	2	..	..	1	..	..	..	....	1	....	....	....	....	2	....	..	..	1	..	1	1	1	18
....	1	1	..	..	....	1	..	..	1	....	....	....	1	....	1	....	..	..	..	..	..	1	....	10
....	1	3	..	..	1	1	..	..	1	1	....	....	1	....	3	....	..	..	1	..	1	2	1	28
2	..	1	2	..	1	..	..	..	....	....	2	....	....	1	1	1	..	..	1	2	1	1	....	21
1	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	1	..	1	....	2	8
3	..	1	2	..	1	..	..	..	....	....	2	....	....	1	1	1	..	..	2	2	2	1	2	29
....	..	..	..	..	1	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	1	....	....	4
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	....
...	..	..	..	..	1	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	1	....	....	4
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	2
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	....
....	..	..	..	.	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	2
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	....
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	....
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	....
2	1	..	..	1	3	3	1	..	1	3	2	....	....	....	2	3	..	1	1	2	3	1	1	41
1	2	..	..	..	4	2	1	..	....	....	....	1	....	....	....	1	..	..	..	..	..	....	1	26
3	3	..	..	1	7	5	2	..	1	3	2	1	....	....	2	4	..	1	1	2	3	1	2	67
....	..	..	..	..	1	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	1	....	....	6
....	..	1	..	..	....	..	..	..	....	....	....	....	....	..	....	....	..	..	..	..	2	....	....	4
....	..	1	..	..	1	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	3	....	....	10
....	..	1	1	..	1	..	1	..	....	1	....	....	....	1	....	1	..	..	..	..	1	....	5	18
....	1	..	..	1	1	..	..	..	....	....	....	....	....	1	....	....	..	..	..	..	..	1	2	9
....	1	1	1	1	2	..	1	..	....	1	....	....	....	2	....	1	..	..	..	..	1	1	7	27
1	2	6	1	4	4	1	1	..	....	3	1	1	....	1	1	2	..	1	1	2	3	1	6	66
1	1	4	..	..	....	..	1	..	....	2	1	....	....	....	1	1	..	..	3	2	..	2	3	38
2	3	10	1	4	4	1	2	..	....	5	2	1	....	1	2	3	..	1	4	4	3	3	9	104
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	1
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	....
....	..	..	..	..	....	..	..	..	....	....	....	....	....	...	....	....	..	..	..	..	..	....	....	1

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
16 Exhaustion	M	..	..	..	..	..	..	1	..	1	..	..	..	..	....	1	....
	F	..	..	..	..	..	..	1	..	..	..	..	..	1	....	1	....
	Total.	..	..	..	..	..	..	2	..	1	..	..	..	1	....	2	....
Total Digestive Organs	M	..	14	9	15	2	11	7	12	14	9	5	21	7	9	7	11
	F	1	5	3	4	5	8	3	6	8	7	8	11	17	2	6	20
	Total.	1	19	12	19	7	19	10	18	22	16	13	32	24	11	13	31
III.—5. *Urinary Organs.*																	
1 Nephritis	M	..	..	..	..	..	1	..	1	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	2	..	..	..	..	..	....	....	....
	Total.	..	..	..	..	..	1	..	3	..	..	..	..	..	....	....	....
2 Nephria (Bright's Disease)	M	..	..	..	1	..	1	..	..	1	..	..	..	..	....	....	1
	F	..	2	..	..	..	..	..	..	..	..	..	1	..	....	....	....
	Total.	..	2	..	1	..	1	..	..	1	..	..	1	..	....	....	1
3 Diabetes	M	..	1	2	..	..	..	..	..	1	..	1	..	..	1	....	2
	F	..	..	1	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	1	3	..	..	..	..	..	1	..	1	..	..	1	....	2
4 Calculus (Stone, Gravel, &c.)	M	..	1	..	..	..	..	1	2	2	..	..	..	3	....	1	3
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	1	..	..	..	..	1	2	2	..	..	..	3	....	1	3
5 Cystitis	M	..	1	..	2	..	..	1	1	2	1	..	1	1	....	2	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	1	..	2	..	..	1	1	2	1	..	1	1	....	2	....
6 Kidney Disease	M	..	2	1	3	..	..	1	..	..	2	..	..	..	....	....	5
	F	..	..	..	1	..	..	..	1	..	1	..	..	..	1	....	....
	Total.	..	2	1	4	..	..	1	1	..	3	..	..	..	1	....	5
Total Urinary Organs	M	..	5	3	6	..	2	3	4	6	3	1	1	4	1	3	10
	F	..	2	1	1	..	..	..	3	..	1	..	1	..	1	....	1
	Total.	..	7	4	7	..	2	3	7	6	4	1	2	4	2	3	11
III.—6. *Generative Organs.*																	
1 Ovarian Dropsy	F	..	1	..	..	..	..	1	..	..	..	..	2	1	....	1	....
2 Disease of Uterus	F	1	..	..	1	2	2	..	4	..	..	2	..	1	1	1	1
Total Generative Organs		1	1	..	1	2	2	1	4	..	..	2	2	2	1	2	1

CLASSIFIED ARRANGEMENT.—*Continued.*

in the several Counties, statistically classified.

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
....	..	..	..	1	....	..	..	..	....	1	....	....	....	....	1	....	.	..	..	..	..	....	4	10
....	..	..	..	..	....	..	..	..	....	1	....	....	....	1	....	....	..	..	..	1	1	....	1	8
....	..	..	....	1	....	..	..	..	....	2	....	....	....	1	1	....	..	..	..	1	1	....	5	18
8	5	16	7	13	19	13	15	..	2	19	8	3	3	6	12	12	1	11	16	6	29	17	36	430
4	10	20	1	8	10	12	11	..	5	9	4	1	4	5	7	7	1	7	9	5	13	15	31	313
12	15	36	8	21	29	25	26	..	7	28	12	4	7	11	19	19	2	18	25	11	42	32	67	743
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	2
...	..	..	..	..	1	..	..	..	....	....	....	....	....	....	....	1	..	..	..	1	..	....	....	5
....	..	..	..	..	1	..	..	..	....	....	....	....	....	....	....	1	..	..	..	1	..	....	....	7
....	1	..	..	..	3	..	1	..	....	....	....	1	....	....	....	1	..	1	3	..	1	1	4	20
....	..	..	..	..	....	..	..	..	2	1	1	....	....	....	....	1	..	..	..	1	..	3	4	16
.....	1	..	..	..	3	..	1	..	2	1	1	1	....	....	....	2	..	1	3	1	1	4	8	36
1	1	..	..	2	....	..	1	..	....	....	....	....	....	....	....	....	..	..	..	1	.	1	....	15
....	..	1	1	..	....	..	..	..	1	....	....	....	....	....	....	....	..	..	1	..	..	1	....	7
1	1	1	1	2	....	..	1	..	1	....	....	....	....	....	....	....	..	..	1	1	..	2	....	22
2	..	..	..	..	2	..	..	..	....	....	....	1	....	....	1	1	..	..	1	1	2	....	....	24
....	..	..	..	..	....	1	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	1	....	2
2	..	..	..	..	2	1	..	..	....	....	....	1	....	....	1	1	..	..	1	1	2	1	....	26
....	..	..	2	..	....	..	..	..	1	....	....	1	1	....	....	1	....	..	..	..	1	2	...	21
....	..	..	..	..	....	1	..	..	1	....	....	....	....	....	....	....	..	..	..	..	..	....	....	2
....	..	..	2	..	....	1	..	..	2	....	....	1	1	....	....	1	..	..	..	..	1	2	....	23
2	1	3	..	1	....	..	2	..	2	....	....	....	..	....	....	3	..	..	4	..	1	....	3	36
....	..	..	..	..	....	1	1	..	....	....	....	....	....	....	1	....	..	..	..	..	1	1	1	10
2	1	3	..	1	....	1	3	..	2	....	....	....	....	.....	1	3	..	..	4	..	2	1	4	46
5	3	3	2	3	5	..	4	..	3	....	....	3	1	....	1	6	..	1	8	2	5	4	7	118
....	..	1	1	..	1	3	1	..	4	1	1	....	....	....	1	2	..	..	1	2	1	6	5	4
5	3	4	3	3	6	3	5	..	7	1	1	3	1	....	2	8	..	1	9	4	6	10	12	160
....	..	..	..	..	....	..	..	..	....	....	....	....	1	....	1	....	..	..	..	..	..	....	1	9
....	1	5	..	..	2	2	1	..	....	1	....	1	1	3	....	1	..	..	..	..	2	1	9	46
....	1	5	..	..	2	2	1	..	....	1	....	1	2	3	1	1	..	..	..	..	2	1	10	55

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
III.—7. *Organs of Locomotion*																	
1 Arthritis	M	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	1	....
	Total.	..	..	..	..	..	..	..	..	..	..	..	..	..	....	1	....
2 Joint Disease	M	..	1	..	1	..	..	1	1	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	.....	1
	Total.	..	1	..	1	..	..	1	1	..	..	..	..	..	....	....	1
Total Organs of Locomotion.	M	..	1	..	1	..	..	1	1	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	1	1
	Total.	..	1	..	1	..	..	1	1	..	..	..	..	..	....	1	1
III.—8. *Integumentary System.*																	
1 Phlegmon	M	..	..	..	..	..	..	..	1	..	..	..	..	1	....	.....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	..	..	..	..	..	..	1	..	..	..	..	1	....	....	....
2 Ulcer	M	..	..	..	..	..	..	1	..	..	1	..	..	1	....	1	....
	F	..	..	1	..	..	..	..	..	..	..	..	..	...	....	....	....
	Total.	..	..	1	..	..	..	1	...	..	1	..	..	1	....	1	....
3 Skin Disease	M	..	..	..	..	..	..	..	..	..	..	..	..	..	....	2	....
	F	..	..	..	..	..	..	1	..	..	..	2	..	..	....	....	....
	Total.	..	..	..	..	..	..	1	..	..	..	2	..	.	....	2	....
4 Tumour (part not stated)	M	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
Total Integumentary System	M	..	..	..	..	..	..	1	1	..	1	..	..	2	....	3	....
	F	..	..	1	..	..	..	1	..	..	..	2	..	..	....	....	....
	Total.	..	..	1	..	..	..	2	1	..	1	2	..	2	....	3	....
IV.—1. *Developmental Diseases of Children.*																	
1 Stillborn	M	..	..	2	..	..	..	..	..	1	..	3	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	1	1	..	..	....	.....	....
	Total.	..	..	2	..	..	..	..	..	1	1	4	..	..	....	....	....
2 Infantile, Premature, &c	M	..	..	..	1	..	6	2	2	1	..	5	6	5	3	4	....
	F	..	..	5	3	..	4	2	..	3	2	4	6	5	3	1	....
	Total.	..	..	5	4	..	10	4	2	4	2	9	12	10	6	5	....

CLASSIFIED ARRANGEMENT.—*Continued.*

in the several Counties, statistically classified.

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
...	..	..	..	..	....	1	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	1	....	2
1	..	..	..	..	....	1	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	3
1	..	..	..	..	....	2	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	1	....	5
....	..	1	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	5
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	1	....	2
...	..	1	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	1	....	7
...	..	1	..	..	....	1	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	1	....	7
1	..	..	..	..	....	1	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	1	...	5
1	..	..	..	..	....	2	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	2	....	12
...	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	1	....	....	3
....	..	..	..	..	....	..	..	..	....	1	....	....	....	....	....	....	..	..	1	..	..	1	....	3
....	..	..	..	..	....	..	..	..	....	1	....	....	....	....	....	....	..	..	1	..	1	1	....	6
....	..	..	..	..	....	..	1	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	5
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	1
....	..	..	..	..	....	..	1	..	....	....	....	....	....	....	....	....	..	..	..	..	..	....	....	6
....	..	1	..	..	....	..	..	..	....	....	....	....	....	3	....	1	..	..	..	1	..	....	....	8
....	..	..	..	..	2	..	..	..	....	1	....	....	....	....	....	....	..	1	..	..	..	....	....	7
....	..	1	..	..	2	..	..	..	....	1	....	....	....	3	....	1	..	1	..	1	..	....	....	15
1	..	..	..	..	....	..	1	..	2	....	....	....	....	....	....	1	..	..	..	..	..	....	....	5
3	..	..	..	..	....	1	1	..	....	....	....	....	....	....	1	....	..	..	..	..	..	....	1	7
4	..	..	..	..	....	1	2	..	2	....	....	....	....	....	1	1	..	..	..	..	..	....	1	12
1	..	1	..	..	....	..	2	..	2	....	....	....	....	3	....	2	..	..	..	1	1	....	....	21
3	..	..	..	..	2	1	1	..	....	2	....	....	....	....	1	....	..	1	1	..	..	1	1	18
4	..	1	..	..	2	1	3	..	2	2	....	....	....	3	1	2	..	1	1	1	1	1	1	39
1	1	1	..	..	1	..	..	..	....	1	1	1	....	....	....	....	..	1	..	1	..	1	1	17
....	..	1	..	..	....	1	..	..	....	....	....	....	....	....	1	....	..	2	1	1	..	....	2	11
1	1	2	..	..	1	1	..	..	....	1	1	1	....	....	1	....	..	3	1	2	..	1	3	28
1	..	5	..	..	2	..	2	..	2	1	....	....	....	....	2	2	..	..	..	1	3	4	7	67
....	1	4	1	..	2	..	1	..	....	....	....	....	1	1	1	....	1	..	1	..	2	3	4	61
1	1	9	1	..	4	..	3	..	2	1	....	....	1	1	3	2	1	..	1	1	5	7	11	128

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	SEX.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
3 Cyanosis	M	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
4 Spina Bifida	M	..	..	..	..	..	..	..	..	1	..	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	1	..	..	..	..	1	....	....
	Total.	..	..	..	..	..	..	..	..	2	..	..	..	..	1	....	....
5 Other Malformations	M	..	..	..	..	..	..	..	..	..	1	..	..	..	....	....	....
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....
	Total.	..	..	..	..	..	..	..	..	..	1	..	..	..	....	....	....
6 Teething	M	..	..	..	1	..	..	..	1	..	1	4	1	1	....	....	....
	F	..	..	..	1	..	2	..	..	..	..	..	1	..	....	....	....
	Total.	..	..	..	2	..	2	..	1	..	1	4	2	1	....	....	....
7 Infantile Debility	M	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	3
	F	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	4
	Total.	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	7
Total Developmental Diseases of Children	M	..	..	2	2	..	6	2	3	3	2	12	7	6	3	4	3
	F	..	..	5	4	..	6	2	..	4	3	5	7	5	4	1	4
	Total.	..	..	7	6	..	12	4	3	7	5	17	14	11	7	5	7
IV.—2. *Developmental Diseases of Women.*																	
1 Paramenia	F	..	..	..	1	..	1	..	..	..	..	..	..	..	1	....	....
2 Childbirth	F	..	..	5	6	3	4	..	5	3	2	6	4	2	4	5	2
Total Developmental Diseases of Women		..	..	5	7	3	5	..	5	3	2	6	4	2	5	5	2
IV.—3. *Developmental Diseases of Old People.*																	
1 Old Age	M	..	9	6	6	3	5	4	6	6	1	8	12	4	5	13	11
	F	..	5	3	6	5	4	5	5	9	2	12	7	2	3	8	19
Total Developmental Diseases of Old People		..	14	9	12	8	9	9	11	15	3	20	19	6	8	21	30
IV.—4. *Diseases of Nutrition.*																	
1 Atrophy and Debility	M	..	1	1	7	1	5	1	3	2	7	2	12	2	....	2	6
	F	..	2	..	4	3	3	1	7	4	8	1	8	2	1	2	4
Total Diseases of Nutrition		..	3	1	11	4	8	2	10	6	15	3	20	4	1	4	10

CLASSIFIED ARRANGEMENT.—*Continued.*

in the several Counties, statistically classified.

Lennox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth	York.	Province of Ontario.
....	..	..	..	..	....	..	..	..	1	....	....	....	....	....	....	....	..	..	..	..	..	2	....	3
....	..	..	..	..	....	..	..	..	....	1	....	....	....	....	....	....	..	..	..	..	..	....	....	1
....	..	..	..	..	....	..	..	..	1	1	....	....	....	....	....	....	..	..	..	..	..	2	....	4
....	..	2	..	1	2	1	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	1	1	9
....	..	..	..	1	2	1	..	..	....	1	....	1	....	....	....	1	..	..	..	..	1	....	1	11
....	..	2	..	2	4	2	...	..	....	1	....	1	....	....	....	1	..	..	..	..	1	1	2	20
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	.	1	1	....	3	6
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	..	..	1	....	1
....	..	..	..	..	....	..	..	..	....	....	....	....	....	....	....	....	..	..	..	1	1	1	3	7
....	..	1	..	1	....	..	..	..	....	....	....	2	....	2	4	....	..	1	1	1	4	1	....	27
....	..	..	..	1	3	1	..	..	....	2	1	2	....	1	2	....	..	1	1	1	2	....	3	25
....	..	1	..	2	3	1	..	..	....	2	1	4	....	3	6	....	..	2	2	2	6	1	3	52
....	..	..	..	..	....	2	1	..	1	1	....	9	....	4	2	4	..	1	..	..	4	2	9	43
....	1	..	..	...	....	2	..	..	....	1	....	4	....	3	3	4	..	..	2	..	1	1	5	31
....	1	..	..	..	....	4	1	..	1	2	....	13	....	7	5	8	..	1	2	..	5	3	14	74
2	1	9	..	2	5	3	3	..	4	3	1	12	....	6	8	6	..	3	1	4	12	11	21	172
....	2	5	1	2	7	5	1	..	....	5	1	7	1	5	7	5	1	3	5	2	6	5	15	141
2	3	14	1	4	12	8	4	..	4	8	2	19	1	11	15	11	1	6	6	6	18	16	36	313
1	..	..	..	..	....	2	..	..	....	1	....	....	....	....	1	....	..	..	..	1	..	....	1	10
....	2	3	..	2	4	2	1	1	....	3	....	8	....	7	8	4	..	3	2	6	..	1	4	112
1	2	3	..	2	4	4	1	1	....	4	....	8	....	7	9	4	..	3	2	7	..	1	5	122
3	14	15	..	6	18	2	9	..	6	4	4	2	5	9	9	9	..	2	15	8	12	7	14	272
6	10	6	..	4	18	7	12	..	7	5	4	5	3	5	10	7	..	8	6	4	19	7	16	264
9	24	21	..	10	36	9	21	..	13	9	8	7	8	14	19	16	..	10	21	12	31	14	30	536
1	3	8	..	3	2	2	2	..	....	2	1	1	1	3	4	4	..	..	1	1	6	2	18	117
1	1	5	1	2	1	3	1	..	1	2	1	3	1	2	4	3	1	..	..	3	1	3	17	107
2	4	13	1	5	3	5	3	..	1	4	2	4	2	5	8	7	1	..	1	4	7	5	35	224

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
V.—1. *Accident or Negligence.*																	
1 Fracture or Contusions	M	...	...	...	...	...	...	...	1	...	...	1	2	1	.....	.....	.....
	F	1	..	...	...	...	...	...	...	..	...	...	..	...	.....	.....	.....
	Total.	1	...	...	...	...	...	...	1	...	...	1	2	1	.....	.....	.....
2 Wounds	M	...	...	2	3	...	...	1	..	...	1	1	1	1	2	1	.....
	F	...	...	...	1	...	...	1	...	...	...	1	...	...	.....	.....	.....
	Total.	...	...	2	4	...	...	2	...	...	1	2	1	1	2	1	.....
3 Burns and Scalds	M	...	...	1	1	...	2	...	1	1	...	..	2	..	1	1	.....
	F	..	1	...	1	...	2	1	1	...	1	...	2	1	1	.....	.....
	Total.	...	1	1	2	...	4	1	2	1	1	...	4	1	2	1	.....
4 Poison	M	...	...	...	...	...	...	...	2	...	...	...	1	1	.....	.....	.....
	F	...	...	..	...	...	...	...	1	...	...	...	...	...	1	.....	.....
	Total.	...	...	...	...	...	...	...	3	...	...	...	1	1	1	.....	.....
5 Drowning	M	...	2	...	2	...	3	3	3	3	2	3	2	3	.....	1	2
	F	...	...	...	...	...	...	...	...	1	..	1	1	1	.....	.....	.....
	Total.	...	2	...	2	...	3	3	3	4	2	4	3	4	.....	1	2
6 Suffocation	M	...	1	1	...	...	...	...	...	...	...	...	...	...	.....	.....	.....
	F	...	...	...	...	...	...	...	...	...	...	...	1	...	.....	.....	.....
	Total.	...	1	1	...	...	...	...	...	...	...	...	1	...	.....	.....	.....
7 Otherwise	M	..	1	3	1	2	3	...	7	1	1	2	9	4	.....	3	6
	F	...	...	...	..	...	...	...	1	...	...	...	1	...	.....	.....	.....
	Total.	...	1	3	1	2	3	...	8	1	1	2	10	4	.....	3	6
8 Killed by Cars	M	...	3	...	...	...	4	...	...	1	...	1	...	...	.....	.....	.....
	F	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....
	Total.	...	3	...	...	...	4	...	...	1	...	1	...	...	.....	.....	.....
Total Deaths from Accident or Negligence	M	...	7	7	7	2	12	4	14	6	4	8	17	10	3	6	8
	F	1	1	...	2	..	2	2	3	1	1	2	5	2	2	.....	.....
	Total.	1	8	7	9	2	14	6	17	7	5	10	22	12	5	6	8
V.—2. *Homicide* (Murder)	M	...	1	...	...	...	...	...	...	...	...	...	1	...	.....	.....	.....
	F	..	...	...	...	...	...	..	...	...	...	...	...	.	.....	.....	.....
	Total.	...	1	..	..	...	...	..	...	...	..	...	1	...	.....	.....	.....
V.—3. *Suicide*	M	...	1	...	...	...	...	...	2	...	...	...	1	...	.....	.....	.....
	F	...	...	...	...	...	...	...	...	...	...	...	...	...	....	.....	.....
	Total.	...	1	...	...	...	...	...	2	...	..	...	1	...	.....	.....	.....

CLASSIFIED ARRANGEMENT.—*Continued.*

in the several Counties, statistically classified.

Leunox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
1	1	1	...	...	1	...	..	...	.....	.....	.....	..	.. ...	.....	.....	.....	...	...	...	...	1	3	.....	13
.....	...	...	...	...	.....	...	...	.	.....	.....	.....	.....	...	.....	.....	....	...	...	1	1	1	1	.....	5
1	1	1	...	..	1	...	...	...	.....	.....	.....	.....	.....	.....	... ..	.....	...	. .	1	1	2	4	.....	18
.....	...	2	1	...	.....	..	...	1	.....	.....	1	.....	.....	1	1	1	...	...	...	...	...	1	.....	22
.....	...	...	2	...	.....	..	...	...	...	.....	.....	.....	.....	.....	1	.....	...	...	...	...	...	.....	.....	6
.....	...	2	3	...	.....	...	...	1	.....	.....	1	... .	.....	1	2	1	...	...	...	..	..	1	.....	28
2	1	2	1	2	.....	3	1	...	.....	.....	.....	1	.....	... .	.....	.....	...	3	1	...	1	.....	5	33
.....	2	...	1	1	.....	2	..	2	.....	.....	.....	.....	.....	2	.....	1	...	1	1	2	3	2	.....	31
2	3	2	2	3	.....	5	1	2	.....	.....	.....	1	.....	2	.....	1	...	4	2	2	4	2	5	64
.....	1	1	...	..	2	...	2	1	1	2	.....	1	1	1	.....	.....	..	...	...	...	...	.....	4	21
.....	...	1	...	...	.....	...	...	...	1	.....	.....	.....	.....	.....	2	.....	...	...	1	...	...	1	.....	8
.....	1	2	...	...	2	...	2	1	2	2	.....	1	1	1	2	.....	...	...	1	...	...	1	4	29
1	7	2	1	...	1	...	...	1	1	.. ..	1	7	2	1	1	.....	...	1	3	7	...	1	4	71
.....	...	...	...	...	1	...	1	...	.....	.....	.....	.....	.....	.....	1	.....	..	...	...	1	...	.....	.....	8
1	7	2	1	...	2	...	1	1	1	.....	1	7	2	1	2	.....	..	1	3	8	...	1	4	79
.....	1	...	...	...	1	...	2	...	.....	.....	.... .	.....	.....	.....	.....	.....	...	...	1	...	...	.....	2	9
.....	...	1	...	...	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	1	...	2	.....	5
.....	1	1	...	..	1	..	2	...	.... .	.....	.....	.....	.....	.....	.....	... ..	...	...	1	1	...	2	2	14
2	4	5	...	6	6	1	8	2	2	4	1	1	2	1	6	4	1	5	5	3	3	5	7	127
1	...	1	...	1	1	1	...	..	.....	1	.....	1	1	.....	.....	2	...	...	...	1	2	1	.....	16
3	4	6	...	7	7	2	8	2	2	5	1	2	3	1	6	6	1	5	5	4	5	6	7	143
.....	1	1	...	4	1	..	...	...	1	.....	.....	.....	.....	.....	.....	.....	...	...	...	2	...	3	4	26
.....	...	...	...	...	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	.....	1	1
.....	1	1	...	4	1	...	...	...	1	.....	.....	.....	.....	.....	.....	.....	...	...	...	2	...	3	5	27
6	16	14	3	12	12	4	13	5	5	6	3	10	5	4	8	5	1	9	10	12	5	13	26	322
1	2	3	3	2	2	3	1	2	1	1	....	1	1	2	4	3	...	1	3	6	6	7	1	80
7	18	17	6	14	14	7	14	7	6	7	3	11	6	6	12	8	1	10	13	18	11	20	27	402
.....	..	...	...	...	.....	...	2	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	1	...	.....	1	6
.....	...	...	...	...	.....	...	3	...	.....	.....	.....	.....	.....	1	.....	.....	.	...	...	...	..	.....	.....	4
.....	...	...	...	...	.....	...	5	...	.....	.....	.....	.....	.....	1	.....	.....	...	...	...	1	...	. ....	1	10
.....	...	...	...	2	.....	...	...	...	1	.....	.....	.....	.....	1	.....	.....	...	...	..	3	1	1	.....	13
.....	...	...	...	...	1	...	...	..	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	...	1	2	4
.....	..	...	...	2	1	...	...	...	1	.....	.....	.....	.....	1	.....	.....	...	...	...	3	1	2	2	17

CAUSES OF DEATH.—

Exhibiting the number of Deaths from each cause

CAUSES OF DEATH.	Sex.	Algoma.	Brant.	Bruce.	Carleton.	Elgin.	Essex.	Frontenac.	Grey.	Haldimand.	Halton.	Hastings.	Huron.	Kent.	Lambton.	Lanark.	Leeds & Grenville.
V.—4. *Execution*	M	...	...	...	...	...	..	...	...	...	...	...	...	..	.....	.....	.....
	F	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....
	Total.	...	...	...	...	...	..	...	...	...	...	...	...	...	.....	.....	.....
V.—5. *Violent Deaths* (not classed).	M	...	...	...	...	...	1	...	...	...	...	...	...	..	.....	.....	.....
	F	...	..	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....
	Total.	..	..	...	...	...	1	...	...	...	...	...	...	...	.....	.....	.....
Sudden, cause not known	M	...	1	...	..	...	..	...	...	...	...	1	...	...	1	2	2
	F	...	...	...	...	...	1	...	...	..	...	...	1	...	.....	.....	.....
	Total.	...	1	...	...	..	1	...	...	..	...	1	1	...	1	2	2
Cause not specified	M	...	4	9	4	2	10	7	3	2	...	3	8	10	4	4	3
	F	...	1	8	5	6	6	3	3	2	1	3	8	6	1	3	2
	Total.	...	5	17	9	8	16	10	6	4	1	6	16	16	5	7	5
Erroneously specified	M	...	5	2	2	...	3	...	7	2	1	3	6	...	1	4	1
	F	...	1	3	6	...	1	1	3	...	3	3	4	1	2	1	4
	Total.	...	6	5	8	...	4	1	10	2	4	6	10	1	3	5	5

CLASSIFIED ARRANGEMENT.—*Concluded.*

in the several Counties, statistically classified.

Leanox and Addington.	Lincoln.	Middlesex.	Muskoka.	Norfolk.	Northumberland and Durham.	Ontario.	Oxford.	Parry Sound.	Peel.	Perth.	Peterborough.	Prescott and Russell.	Prince Edward.	Renfrew.	Simcoe.	Stormont, Dundas and Glengarry.	Thunder Bay.	Victoria.	Waterloo.	Welland.	Wellington.	Wentworth.	York.	Province of Ontario.
.....	...	...	...	...	.....	...	..	...	.....	.....	1	.....	.....	.. ..	.....	.....	...	...	...	...	...	.....	.....	1
.....	...	...	...	..	.....	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	..	.....	.....	.....
.....	...	...	...	...	.....	...	..	...	.....	.....	1	.....	.....	.....	.....	.....	...	...	...	...	...	.....	.....	1
.....	...	...	...	...	....	..	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	...	1	.....	.....	2
.....	...	...	...	...	.....	...	...	...	.....	.....	... ..	.....	.....	.....	.....	.....	...	...	...	...	...	.....	....	.....
.....	...	...	...	...	.....	...	...	...	.....	.....	.....	.....	.....	....	.....	.....	...	..	...	...	1	... ..	.....	2
.....	...	...	...	...	1	1	..	...	.....	.....	.....	.....	.....	.....	1	1	...	1	2	...	...	1	1	16
.....	...	...	...	...	.....	..	...	...	.....	.....	... ..	.....	.....	1	.....	1	..	...	2	...	...	.....	1	7
.....	.	...	...	..	1	1	..	...	. ....	.....	... ..	.....	.....	1	1	2	...	1	4	...	...	1	2	23
6	5	8	2	4	9	13	7	3	3	6	1	4	8	10	15	23	1	3	9	9	17	10	3	252
3	6	2	3	3	7	8	8	5	2	4	3	3	10	11	9	20	...	3	7	4	10	3	3	195
9	11	10	5	7	16	21	15	8	5	10	4	7	18	21	24	43	1	6	16	13	27	13	6	447
1	3	5	2	3	3	2	9	...	1	3	.....	1	2	3	8	2	...	2	5	...	17	5	8	122
1	2	5	1	6	4	1	4	...	.....	3	2	.....	2	4	7	2	...	...	3	...	6	.....	7	93
2	5	10	3	9	7	3	13	...	1	6	2	1	4	7	15	4	...	2	8	...	23	5	15	215

The ten principal causes of death for the years 1873 and 1874 are as follows :—

1873.

Phthisis	1,217
Old age	778
Lung disease	533
Typhoid fever	401
Heart disease	399
Cerebro Spinal Meningitis	324
Stomach disease	321
Brain disease	278
Pneumonia	276
Cholera Infantum	276

1874.

Phthisis	1,143
Pneumonia	642
Old age	536
Typhoid fever	369
Heart disease	351
Diarrhœa	334
Enteritis	283
Convulsions	267
Dropsy	239
Lung disease	231

Phthisis or Consumption returns a somewhat smaller number, being 520 males, and 623 females, making a total of 1,143 against 1,217 in 1873, being a decrease of 74. It will appear that more females are victims to this disease than males.

Pneumonia.—This disease has largely increased during 1874, ranking second on the list : the deaths from this cause being 366 more than last year. The males in this order predominate, being 379 males to 263 females.

Old Age is the third on the list. There is no doubt that if the number of old people who are classified as having died from general debility—which is the effect of longevity—were returned under their proper cause of death, viz., old age, this order would still maintain its place as second on the list.

Typhoid Fever keeps the same position in the list as it occupied in last year's return, though with a diminished number of deaths ; and the same can be said of *Heart Disease*.

Cerebro-Spinal Meningitis, Stomach disease, and *Cholera Infantum* have so far decreased in numbers as to rank below theten highest causes of death given above ; their places are taken by deaths from *Convulsions, Dropsy,* and *Lung disease.*

DEATHS BY OCCUPATIONS.

DEATHS BY

COUNTIES.	Agents.		Artists.		Brickmakers.		Blacksmiths.		Boilermakers.		Brewers.	
	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.
Algoma												
Brant												
Bruce							3	78				
Carleton												
Elgin							1	66				
Essex							1	52				
Frontenac	1	65					1	51				
Grey							2	91				
Haldimand							1	36				
Halton												
Hastings							4	103				
Huron	1	46					2	62				
Kent	1	71					1	58				
Lambton	1	33										
Lanark												
Leeds and Grenville							1	45				
Lennox and Addington							1	52				
Lincoln							1	24				
Middlesex	1	32					4	154				
Muskoka												
Norfolk							2	86				
Northumberland and Durham	1	46					5	238				
Ontario	1	60			1	54	2	89				
Oxford							2	103				
Parry Sound												
Peel							1	28				
Perth							1	35				
Peterborough												
Prescott and Russell												
Prince Edward							1	80				
Renfrew			1	59	2	64	2	109				
Simcoe												
Stormont, Dundas and Glengarry							3	210				
Thunder Bay												
Victoria												
Waterloo	1	24										
Welland	1	60					1	55				
Wellington	1	33					2	94				
Wentworth							1	62				
York	2	82					5	194				
Totals	12	552	1	59	3	118	51	2255				

OCCUPATIONS

Bricklayers.		Barbers.		Butchers.		Bookkeepers and Clerks.		Bankers.		Bakers and Confectioners.		Carpenters.	
No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.
												1	35
				2	100			1	25			3	147
										1	34	1	54
				1	35	3	112					3	155
												1	59
				1	68							2	127
						1	24						
						1	49			1	74	1	29
				1	63	1	30					1	32
						1	68			1	57		
				1	35	4	98			1	45	2	111
						1	77			1	23	1	24
						2	46					1	30
						1	29			1	38	1	31
												1	43
						4	150					1	48
												2	123
						2	45					6	305
				1	51	4	15					5	272
						1	37					1	51
												3	175
												3	119
										1	57	1	61
												2	85
												1	32
												3	121
						1	57						
						1	33			1	51	1	85
												1	24
						5	157			1	21	3	92
						2	57					2	157
												3	134
												3	147
												3	137
						2	57					2	54
						1	47					3	180
				1	43	2	70					10	363
		1	21	1	68	10	363			4	126		
		1	21	9	463	50	1721	1	25	13	526	78	3642

DEATHS BY

COUNTIES.	Cabinetmakers.		Coopers.		Cooks.		Chemists and Druggists.		Clergymen.		Contractors.	
	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.
Algoma												
Brant			1	55								
Bruce	3	129										
Carleton			1	65								
Elgin												
Essex	1	55							1	48		
Frontenac	1	23										
Grey									1	33		
Haldimand									1	57		
Halton	1	48										
Hastings							1	36	1	68		
Huron												
Kent			1	23	1	75			2	142		
Lambton	1	41							1	63		
Lanark			2	141								
Leeds and Grenville									1	64	1	47
Lennox and Addington												
Lincoln			1	22					1	60		
Middlesex					1	52			2	125		
Muskoka												
Norfolk												
Northumberland and Durham									1	28	1	78
Ontario											1	54
Oxford	2	90							1	70	1	41
Parry Sound												
Peel									1	52		
Perth												
Peterborough												
Prescott and Russell												
Prince Edward	1	84							3	195		
Renfrew					2	111						
Simcoe												
Stormont, Dundas and Glengarry											1	62
Thunder Bay					1	24						
Victoria	1	89	2	75								
Waterloo			2	114					2	95		
Welland							1	72	1	66		
Wellington	1	22							2	125	1	40
Wentworth	1	27	1	44								
York	2	62	2	138	2	82	2	68			3	124
Totals	15	670	13	677	7	344	4	176	22	1291	9	446

OCCUPATIONS.—*Continued.*

Carriage and Waggonmakers.		Dentists.		Engineers.		Editors.		Farmers.		Farmers' Wives.		Gentlemen.	
No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.
								39	2549	18	1051	4	292
								21	1089	12	576	1	66
								44	2707	8	409		
				1	24			21	1400	16	974		
				1	52			43	2450	16	898		
				1	23			25	1553	14	878		
								53	2688	33	1812		
								30	1809	16	1050		
								31	1976	33	2075		
1	54							36	2248	31	1899	2	164
1	36							88	5393	33	1524	2	135
								41	2302	16	788		
1	33			1	37			35	1963	17	827	1	21
1	85			1	37			36	2493	28	1765		
1	54			1	44			74	4558	44	3316		
								30	1986	13	854	1	29
2	112							35	2291	21	1423	3	218
1	42							73	4633	29	1732		
								11	545	2	101		
								51	2846	13	612	1	62
								47	3117	18	1115	6	399
								30	1736	12	651		
1	79			1	52			58	3726	33	2022	5	395
								3	163				
				2	80			28	1815	16	1121	2	171
								28	1544	27	1554	2	178
								31	1794	7	403		
								24	1295	22	1041		
				2	119			23	1486	11	616	2	148
1	47							30	1829	18	1096	1	85
								47	2955	23	1262		
								60	3704	38	2183	1	45
								22	1216	14	788	3	179
1	22							47	2903	38	2217	4	287
								41	2547	11	719	3	169
								69	4057	26	1391		
								37	1993	15	947	8	577
4	155			4	121			49	2894	33	1888	8	456
15	719			15	589			1491	90253	775	45578	60	4076

DEATHS BY

COUNTIES.	Gardeners.		Hackmen.		Hunters and Fishermen.		Housewives.		Labourers.		Lumbermen.	
	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.
Algoma							1	51	2	43		
Brant							28	1481	9	461		
Bruce							10	531	2	46		
Carleton							41	2309	4	198		
Elgin	1	75					10	475	3	162		
Essex							35	1782	7	359		
Frontenac							7	407	2	116		
Grey							9	482	1	66		
Haldimand							40	2280	7	441		
Halton	1	59					8	455	16	792		
Hastings							33	1734	6	355	2	107
Huron							30	1753	8	421	1	21
Kent							26	1394	11	619	1	43
Lambton							18	743	7	425		
Lanark							19	898	4	205		
Leeds and Grenville			1	42	1	76	53	2619	13	644		
Lennox and Addington							14	733	1	34		
Lincoln							27	1668	14	637		
Middlesex	1	82					47	2101	22	1232		
Muskoka							4	135				
Norfolk			1	39			26	1388	13	507		
Northumberland and Durham	1	80					46	2589	15	766		
Ontario							36	2052	7	381		
Oxford							29	1647	4	226	1	57
Parry Sound					1	86	3	96			1	22
Peel							15	924	5	255		
Perth	1	80					6	216	6	257		
Peterborough	1	57					8	466	7	350		
Prescott and Russell							3	166	6	309		
Prince Edward	1	64					16	842	5	333		
Renfrew							18	783	3	141	1	28
Simcoe							30	1611	6	280		
Stormont, Dundas and Glengarry							14	874	5	320	1	63
Thunder Bay							2	112				
Victoria							9	436	1	34	1	36
Waterloo			1	41			48	2248	9	553		
Welland			1	57			20	1120	9	481		
Wellington							42	2609	11	675		
Wentworth							63	3355	15	915	2	129
York	6	342	1	39	1	66	90	4658	41	1941	3	80
Totals	13	839	5	218	3	228	984	52223	307	15980	14	586

OCCUPATIONS.—*Continued.*

Lawyers.		Milliners and Dressmakers.		Masons.		Machinists.		Moulders.		Millers.		Millwrights.	
No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.
								1	55				
		1	21							1	86		
1	59												
		1	22	1	50								
										1	42		
		1	28			3	120			1	69		
										3	183		
												1	40
2	58							1	29	1	47		
		1	22			1	32	1	28	1	43		
						1	34			1	84		
1	25	1	28	1	43	1	26			1	84		
1	48									1	73	1	35
1	35			2	92					1	22		
				2	129								
				2	112			1	30				
1	54												
1	46											1	63
				1	90								
		1	34	1	90								
				1	45					2	85	2	97
1	27									1	66		
		1	47										
		1	25	2	154								
		1	22	2	76								
				3	203			1	52	1	80	1	60
		1	41	2	109	1	29						
3	132	2	94					1	39				
12	484	12	384	20	1193	7	241	6	233	16	964	6	29

DEATHS BY

COUNTIES.	Miners.		Musicians.		Manufacturers.		Merchants.		Other Occupations.		Painters.	
	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.
Algoma									1	48		
Brant							1	62	3	145	1	57
Bruce							2	67	1	35		
Carleton			1	64			2	106	6	307		
Elgin							1	68				
Essex							1	44	1	62		
Frontenac							1	26	1	24		
Grey							2	67	1	45		
Haldimand							1	32			1	60
Halton							1	78				
Hastings					1	68	5	200	2	122		
Huron							2	128				
Kent							1	48	3	132		
Lambton							5	204	1	45		
Lanark							2	87				
Leeds and Grenville					1	65	1	30	1	93		
Lennox and Addington												
Lincoln							3	98	3	175	3	86
Middlesex							2	107			4	144
Muskoka							1	27				
Norfolk							2	69				
Northumberland and Durham							2	107				
Ontario							2	53				
Oxford					1	41	3	145	2	109	2	120
Parry Sound												
Peel												
Perth							2	88	1	46		
Peterborough	1	65					3	137				
Prescott and Russell												
Prince Edward							2	113				
Renfrew												
Simcoe							2	88	1	45		
Stormont, Dundas and Glengarry							2	115	3	128		
Thunder Bay	1	42										
Victoria												
Waterloo					2	60	1	52	4	151		
Welland							3	123	1	35		
Wellington							2	122	1	59		
Wentworth	1	62			2	87	6	286	2	72		
York					2	114	8	363	12	490	4	170
Totals	3	169	1	64	9	435	74	3340	51	2368	15	637

OCCUPATIONS.—*Continued.*

Printers.		Pump Makers.		Pedlars.		Plasterers.		Paupers.		Physicians.		Public Officials.	
No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.
1	22			1	24					1	36		
								1	80			4	233
												1	27
						1	87						
								1	90				
										1	77		
								1	82				
1	22			1	47					2	89		
										1	59	1	69
1	35												
						1	40			1	74	2	159
												1	67
												1	46
				1	66							1	55
								2	109			1	68
								2	128	2	92	2	97
1	20											1	70
										1	33	1	35
				1	38			1	86	2	163		
1	23												
												1	78
						1	21						
										1	35	1	63
										1	37	2	105
								11	775	3	125		
												2	127
				1	57	1	60			1	48	1	70
1	32	1	53	1	55					3	185	1	52
3	106							10	763	7	302	6	329
9	260	1	53	6	287	4	208	29	2113	27	1355	30	1750

DEATHS BY

COUNTIES.	Provincial Land Surveyors.		Railroad Employees.		Sawyers.		Stonecutters.		Shoemakers.		Shantymen.	
	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.
Algoma												
Brant	1	73	2	67					1	60		
Bruce									1	24		
Carleton							2	127	2	63		
Elgin												
Essex							1	53				
Frontenac							1	35	1	45		
Grey									1	82		
Haldimand							1	82	2	104		
Halton												
Hastings			1	30					2	87		
Huron												
Kent					1	21			1	67		
Lambton					1	54						
Lanark					1	39			1	39		
Leeds and Grenville									3	209		
Lennox and Addington									1	25		
Lincoln									2	83		
Middlesex			1	44					1	33		
Muskoka												
Norfolk					1	61			1	67		
Northumberland and Durham	1	77	1	66								
Ontario			2	54					1	82		
Oxford			1	29					4	215		
Parry Sound												
Peel									3	183		
Perth									1	67		
Peterborough									1	70		
Prescott and Russell												
Prince Edward												
Renfrew									2	104		
Simcoe												
Stormont, Dundas and Glengarry			1	22								
Thunder Bay												
Victoria					1	51						
Waterloo			1	44					2	91		
Welland			3	92			1	35				
Wellington			1	63					1	27		
Wentworth			2	103					2	92		
York			3	93			4	148	6	364		
Totals	2	150	19	707	5	226	10	480	43	2283		

OCCUPATIONS.—*Continued.*

Sailors.		Speculators.		Saddlers and Harnessmakers.		Seamstresses.		Servants.		Tinsmiths.		Teamsters.	
No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.
						1	38	1	22				
						1	41						
				1	46	1	40	3	101				
				1	44								
1	54							2	60				
2	74			1	33	1	27						
				1	67								
1	76			1	32	1	35						
								2	69				
		2	102			1	37	2	44				
								1	75				
		1	60										
1	94												
2	60							1	21	1	61		
2	73												
								4	154				
				1	51								
1	82							1	35				
1	31											2	85
1	65									1	25	1	28
				2	95								
						1	21						
1	46												
1	25					4	274						
				1	62								
								1	23				
1	89							10	441				
				1	42								
1	48							1	52				
						1	21	2	127			1	65
1	60							4	170			2	53
2	134									1	78	1	52
1	82			1	66	4	160	4	117	3	117	2	71
4	198			1	35	3	129	18	711	1	44	1	41
24	1291	3	162	12	573	19	823	57	2222	7	325	10	395

DEATHS BY

COUNTIES.	Tavern Keepers.		Tobacconists.		Teachers.		Telegraph Operators.		Tailors.		Tanners.	
	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.
Algoma												
Brant	4	163			2	92						
Bruce					1	93						
Carleton					2	83						
Elgin					1	23						
Essex	2	85							1	79		
Frontenac	2	86			1	30						
Grey					1	22			1	50		
Haldimand	1	76										
Halton					1	22			1	41		
Hastings	1	73							1	71		
Huron	2	98										
Kent									1	21		
Lambton	1	68							1	60		
Lanark											1	45
Leeds and Grenville	1	27	1	23	1	34			1	78		
Lennox and Addington												
Lincoln	2	124			1	78	1	22				
Middlesex	1	38			2	60			1	31		
Muskoka	1	47							1	54		
Norfolk					1	22			1	72	1	69
Northumberland and Durham	3	191			1	67			1	40		
Ontario	1	65							1	62		
Oxford									1	66		
Parry Sound												
Peel	2	105			1	82			1	60		
Perth	1	63							3	169		
Peterborough					1	69						
Prescott and Russell												
Prince Edward					1	24						
Renfrew	2	129										
Simcoe	2	88			1	23			1	23		
Stormont, Dundas and Glengarry	1	28							1	76		
Thunder Bay												
Victoria	1	49										
Waterloo	2	97			1	22	1	57	2	111		
Welland	1	56										
Wellington	1	58							1	45		
Wentworth	1	42			2	103			2	122		
York	1	28	1	48	1	61			4	189	2	79
Totals	37	1884	2	71	23	1010	2	79	28	1520	4	193

OCCUPATIONS.—*Concluded.*

Undertakers.		Volunteers and Soldiers.		Watchmakers and Jewellers.		Weavers.		Total Number of Deaths.	Age.	
									Aggregate.	Average.
No.	Total Ages.	No.	Total Ages.	No.	Total Ages.	No.	Total Ages.			
								5	177	35.40
		1	26					127	7103	55.92
		1	82			2	148	65	3200	49.23
								131	7299	55.71
								57	3353	58.82
								115	6258	54.41
								64	3587	56.04
								115	5886	51.18
						2	136	108	6397	59.23
								99	5891	59.50
		1	67					147	8143	55.32
		2	139	1	35	1	61	189	10500	55.55
						1	70	113	6025	53.31
								98	4903	50.03
						2	150	102	6196	60.74
						1	70	215	12743	59.26
		1	73	1	39			70	4157	59.30
		4	289			1	58	140	8062	57.58
		1	73	1	33			213	11579	54.36
								21	960	45.71
		1	88					122	6370	52.21
		3	203					170	10021	58.94
				1	63			109	5939	54.48
								160	9568	59.80
								10	452	45.20
								86	5419	63.01
						1	74	88	4678	53.16
		1	92					62	3557	57.37
		1	45					60	3068	51.13
						2	157	79	4819	61.00
		1	66					89	4939	55.50
								129	6916	53.61
								150	8765	58.43
								5	220	44.00
								64	3376	52.75
								193	10628	55.06
								115	6389	55.55
		3	186	1	73	2	160	185	10834	58.56
				1	39			196	10519	53.66
		5	399	1	35			398	19835	49.83
		26	1828	7	317	15	1084	4664	258731	

The information to be derived from this Table would be more valuable and interesting were the returns complete.

Eliminating all under the age of 21, and also the number of those persons whose ages were not given, and there is left 5,417. Of that number this Table gives the occupation of 4,664, leaving 753, to whom no calling has been given by those who registered the death.

The remarks explanatory of this Table given in last year's report apply with equal force to this return, viz :—

"To understand the correct bearing of this Table, it will be necessary to remember the comparative number of the population engaged in each occupation ; where the number engaged in any particular calling is very small the per centage of deaths to the whole number will be correspondingly small."

The following tabulated Statement shows the occupations and average ages of the deaths returned, over and under the age of 55, that being the average age of all the decedents of twenty-one and over.

Over the Average Age.

Occupations.	No.	Average Age.	Occupations.	No.	Average Age.
Hunters and Fishermen	3	76	Farmers	1491	60
Provincial Land Surveyors	2	75	Millers	16	60
Paupers	29	72	Masons	20	60
Weavers	15	72	Artists	1	59
Volunteers and Soldiers	26	70	Clergymen	22	58
Gentlemen	60	67	Farmers' wives	775	58
Gardeners	13	64	Public Officials	30	58
Musicians	1	64	Miners	3	56

Under the Average Age.

Occupations.	No.	Average Age.	Occupations.	No,	Average Age.
Tailors	28	54	Blacksmiths	51	44
Speculators	3	54	Cabinet makers	15	44
Sailors	24	53	Chemists and druggists	4	44
Shoemakers	43	53	Teachers	23	43
Pumpmakers	1	53	Seamstresses	19	43
Housewives	984	53	Hackmen	5	43
Coopers	13	52	Painters	15	42
Labourers	307	52	Lumbermen	14	41
Plasterers	4	52	Bakers	13	40
Butchers	9	51	Carpenters	78	40
Tavern keepers	37	50	Lawyers	12	40
Physicians	27	50	Servants	57	39
Millwrights	6	49	Brickmakers	3	39
Cooks	7	49	Teamsters	10	39
Contractors	9	49	Moulders	6	39
Carriage and waggon makers	15	48	Telegraph operators	2	39
Manufacturers	9	48	Railroad emyloyees	19	37
Tanners	4	48	Tobacconists	2	35
Stone cutters	10	48	Bookkeepers	50	34
Saddlers and harness makers	12	47	Machinists	7	34
Pedlars	6	47	Milliners	12	32
Tinsmiths	7	46	Engineers	15	32
Agents	12	46	Printers	9	28
Sawyers	5	45	Bankers	1	25
Watchmakers and jewellers	7	45	Barbers	1	21
Merchants	74	45			

It is desirable that during the coming Session an Act should be introduced respecting the registration of Births, Marriages and Deaths, retaining most of the sections contained in the Act now in force, with the addition of certain provisions which the experience of the last six years has suggested. Among the most important of these may be mentioned the compelling payment to the Division Registrars by the respective municipalities of a fee of ten cents for each birth, marriage and death registered. Under the present Act the amount of remuneration to be paid to Division Registrars for services rendered in this particular is left to the discretion of the Municipal Councils. From a return made to this Department of the sums paid by way of remuneration in the different municipalities, it appears that in the majority of cases the Councils have dealt in a most illiberal spirit with their clerks—nearly 150 of them not receiving anything for their services. Of the remainder, a very great number are paid in amounts varying from the small sum of two dollars to forty dollars each, while others are paid a fee of ten cents for each entry

The appointment of an Inspector is also desirable, whose duties, in part, will be to inspect the different Registration Offices throughout the Province, with power to prosecute Division Registrars, medical men and others, who fail to comply with the requirements of the Act.

A clause compelling the registration of the particulars of deaths before interment should also be inserted in the proposed Act. In most countries where the registration law is in force, the production of a certificate to the effect that registration has been made is imperative before burial is allowed, and it would seem to be the only mode of insuring complete returns of deaths.

All of which is respectfully submitted.

S. C. WOOD,
Registrar-General

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO,

FOR THE MONTHS OF NOVEMBER AND DECEMBER, 1874; AND FOR THE TEN MONTHS ENDING 31st OCTOBER, 1875.

Printed by Order of the Legislative Assembly.

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1875.

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REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO.

FOR THE TEN MONTHS ENDING 31ST OCTOBER, 1875.

To His Honour the Honourable DONALD ALEXANDER MACDONALD,
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:

I have the honour to submit to your Honour the following Report of the proceedings, transactions and affairs of the Department of Crown Lands, for the months of November and December, 1874, and for the ten months ending 31st October, 1875.

CROWN LANDS.

There were sold of the Crown Lands during the months of November and December, 1874, 13,496 acres. The sales amount to $15,552, and the collections to $21,377, which, added to the operations of the preceding ten months, as previously reported, make a total for the year 1874 of 96,995 acres sold for $113,171, and of collections $159,417. (See Appendix No. 7.)

There were sold during the ten months ending 31st October, 1875, 43,819 acres. The sales amount to $43,110, and the collections to $73,057. (See Appendix No. 8.)

CLERGY LANDS.

There were sold of the Clergy Lands during the months of November and December, 1874, 2,843 acres. The sales amount to $4,456, and the collections to $14,836, which, added to the operations of the preceding ten months as previously reported, make a total for the year, 1874 of 20,532 acres sold for $40,489, and of collections $91,572. (See Appendix No. 7.)

There were sold during the ten months ending 31st October, 1875, 5,084 acres. The sales amount to $10,226, and the collections to $34,686. (See Appendix No. 8.)

COMMON SCHOOL LANDS.

There were sold of the Common School Lands during the months of November and December, 1874, 260 acres. The sales amount to $834, and the collections to $11,274,

which, added to the operations of the preceding ten months, as previously reported, make a total for the year 1874 of 3,583 acres sold for $10,618, and of collections $101,267. (See Appendix No. 7.)

There were sold during the ten months ending 31st October, 1875, 1,595 acres. The sales amount to $5,043, and the collections to $46,205. (See Appendix No. 8.)

GRAMMAR SCHOOL LANDS.

There were sold of the Grammar School Lands during the months of November and December, 1874, 1,413 acres. The sales amount to $1,606, and the collections to $3,211, which, added to the operations of the preceding ten months, as previously reported, make a total for the year 1874 of 11,652 acres sold for $16,596, and of collections $18,617. (See Appendix No. 7.)

There were sold during the ten months ending 31st October, 1875, 4,340 acres. The sales amount to $5,906, and the collections to $8,056. (See Appendix No. 8.)

CROWN PATENTS.

The number of Crown Patents issued during the year 1874 is 3,575, and for the ten months ending 31st October, 1875, 1,796. (See Appendix No. 18.)

COLLECTIONS AND REVENUE.

The total collections in the Department during the months of November and December, 1874, amount to $136,028, which, added to the collections during the preceding ten months, as previously reported, make the total collections for the year 1874 amount to $890,676, of which $679,169 may be considered as Revenue. (See Appendices Nos. 7 and 9.)

The total collections in the Department during the ten months ending 31st October, 1875, amount to $424,584, of which $336,275 may be considered as Revenue. (See Appendices Nos. 8 and 11.)

DISBURSEMENTS.

The gross disbursements of the Department for the year 1874 amount to $225,217-a that for the ten months ending 31st October, 1875, amount to $156,651. (See Appendices Nos. 14 and 15.

FREE GRANTS.

There were seventy-eight townships open for location under "The Free Grants and Homestead Act of 1868," on the 31st October, 1874—the date of my last Report—and since that date lands have been opened for location in ten other townships, viz.: North Algona, Butterworth, Chapman, Croft, Spence, Oliver, Paipoonge, Blake and Crooks, and four tiers of lots on the Dawson Road, north-west of Oliver. There are also four townships appropriated under the Act, but not yet open, viz.: Franklin, Monteith, McMurrich and Nipissing—the last named township having been appropriated since the 1st January, 1875. The total number of townships now open is therefore eighty-eight, and of those appropriated, but not yet open, four, making in all ninety-two.

During the whole of the year 1874, 919 locations were made on 119,072 acres of land and 2,144 acres were sold to fifty-seven locatees. During this period, also, 453 locations made in former years were cancelled for non-performance of the settlement duties, and 755 patents

were issued to Free Grant settlers, and to purchasers in Free Grant townships who were entitled to a remission of the arrears due on their lots under the Act 35 Vic. cap. 21. (See Appendix No. 16.)

During the ten months ending the 31st October, 1875, 1,111 locations were made on 149,897 acres of land, and 3,791 acres were sold to seventy-seven locatees. 290 locations made in former years were cancelled, and 477 patents were issued. (See Appendix No. 17.)

By comparing the returns of the whole year 1874 with those of the ten months ending 31st October, 1875, it will appear that the latter, although covering a shorter period by two months, have an increase over the former in locations to the extent of 192, in acres located to the extent of 30,825, in purchasers to the number of twenty, and in acres purchased by locatees to the number of 1,647, while a decrease is apparent in the number of locations cancelled and of patents issued. The latter decrease is explained by the fact that a large proportion of the number of patents returned for 1874 were issued to settlers who had purchased their lands before the townships in which they were settled had been brought within the operation of "The Free Grants and Homestead Act of 1868," and who by the Act of 1874 (37 Vic. cap. 22) were entitled to get their patents without further payment.

WOODS AND FORESTS.

The accrual for timber dues, ground rents, &c., during the ten months to 31st October, 1875, is $377,503 76.

The amount collected as timber dues, ground rents, &c., during the ten months is $257,051 19, and $770 15 on timber cut under settlers' licenses applicable towards payment of their lands; total, $257,821 34.

The estimated accrual for the year was $305,000, the actual accrual being in excess of estimate $72,503 76. (*See Appendices Nos.* 19, 20, 21 and 22.)

The great depression in the square timber and sawn lumber trade during 1873 and 1874, referred to in my last Report, was not expected to continue to the same extent in 1875, but instead of the expected partial improvement in business during the present year, the trade fell into a complete state of stagnation—so much so that cash sales became unknown, and from doubts as to the solvency of buyers on time, holders of stocks hesitated to sell to purchasers who on ordinary occasions would have been welcomed into the market and credited to any amount. The result of this state of things has been that the collections for Woods and Forests have largely fallen off as compared with previous years—even those of 1873 and 1874, during which the trade was supposed to have reached its worst. It was found, under the circumstances, that to resort to extreme measures in order to force collections would be ruinous to those indebted. I therefore felt constrained, in view of the importance of the trade to the country, and the large interests involved, to allow the amounts due by parties unable to pay their accounts to lie over.

The general impression is now, that an improvement in the lumber business will take place in 1876; in fact, in square and wany white pine the prospects for next year are reported to be excellent, owing to a revival in business in England, and also to a restricted export of the article from European ports from which pine timber has hitherto been freely imported into Britain.

Fall sales of timber at Quebec closed with much more buoyancy in the market than had been felt throughout the season

CROWN SURVEYS.

The Surveys for which instructions have issued during the year 1875 are the Townships of Pringle, Armour, Gurd, Laird, Machar, part of Stisted and Island A, in the townplot of Maganetawan, all in the Huron and Ottawa Territory; the townplot of Coponaning, at the mouth of the French River, and the Exploratory Survey to the North and East of that river; he Township of Moss, at Jackfish Lake, in the District of Thunder Bay; and islands at the mouth of Kamistiqui River, and lots in the Reserve Block at Southampton. (See Appendix Nos. 23, 24, 25).

The Surveys completed and closed during the year 1875 are the the townships of Lount, Perry, Machar, part of Stisted; a tier of lots on each side of the Dawson Road, west of Thunder Bay; part of the townplot of Gosport, in the Township of Murray and the Boundary Line between the Provinces of Ontario and Quebec.

MUNICIPAL SURVEYS.

The Municipal Surveys for which Instructions were issued during the months of November and December, in 1874, were five. This number added to nineteen issued during the ten months ending the 31st October, 1874 (as shown by my Report of 1874, page 36), makes twenty-four instructions issued during the whole year of 1874.

The Municipal Surveys for which Instructions were issued during the ten months, ending the 31st October, 1875, were twenty-five, and the Municipal Surveys confirmed during the same period were twenty-five.

These Surveys were performed under the authority of Act 22 Vic. cap. 93, of the Consolidated Statutes of Upper Canada, and are enumerated in Appendix Nos. 26, 27, 28, 29.

MINERAL LANDS.

There were sold on the North Shore of Lakes Superior and Huron, in the Districts of Thunder Bay and Algoma, in the months of November and December, 1874, $1{,}319\frac{92}{100}$ acres. This quantity, added to $14{,}294\frac{33}{100}$ sold during the ten months ending the 31st October, 1874 (as shown by my Report of 1874), makes the total quantity 15,614 acres sold during the whole year of 1874.

The quantity of Mineral Lands sold on the North Shore of Lakes Superior and Huron during the ten months ending the 31st October, 1875, amounts to $6{,}044\frac{31}{100}$ acres; the applicants furnishing plans, field notes, and descriptions of each location by a Provincial Land Surveyor, in accordance with the provisions of the Act relative to Mining, 32 Vic. cap. 34, sec. 9, and sub-sections 1 and 2, and sections 10 and 11. (See Appendices Nos. 30 and 31).

COLONIZATION ROADS.

The total expenditure on the Colonization Roads during the ten months ending 31st October, 1875, is $87,455, the particulars of which will be found in Appendix No. 38.

Respectfully submitted.

T. B. PARDEE,

Commissioner.

Department of Crown Lands,

Toronto, 31st October, 1875.

APPENDIX No. 1.

RETURN of Officers and Clerks in the Department of Crown Lands, for ten months ending 31st October, 1875

Branch.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
				$ cts.	
	Hon. T. B. Pardee	Commissioner	1873, December 4	3,200 00	
	Thos. H. Johnson	Assistant Commissioner	1869, August 21	2,800 00	
	George Kennedy	Law Clerk	1872, February 1	1,600 00	
	H. A. Ford	Shorthand Writer and Clerk	1872, August 1	1,000 00	
Land Sales and Free Grants	John C. Tarbutt	Chief Clerk	1841, June 1	2,000 00	
	A. Kirkwood	Clerk	1854, March 21	1,700 00	
	J. M. Grant	do	1860, May 12	1,250 00	
	P. Alma	do	1871, August 1	850 00	
	J. J. Murphy	do	1872, May 1	850 00	
Surveys, Patents and Roads	Thomas Devine	Deputy Surveyor-General	1846, July 11	2,000 00	
	E. Fox	Surveyor and Draughtsman	1857, September 28	1,350 00	
	G. B. Kirkpatrick	do	1866, January 30	1,250 00	
	H. J. Jones	Chief Clerk, Patents	1840, November 9	1,800 00	
	J. Innes	Clerk	1848, November 1	1,100 00	
	W. Bell	do	1872, January 1	800 00	
	J. W. Bridgland	Surveyor and Superintendent of Colonization Roads	1856, January 22	1,800 00	
	C. Cashman	Clerk	1872, September 1	1,000 00	
Woods and Forests	G. B. Cowper	Chief Clerk	1857, October 14	2,000 00	
	A. J. Taylor	Clerk	1872, October 1	1,400 00	
	H. G. Langlois	do	1868, August 1	850 00	
	E. G. Kirby	do	1869, August 1	550 00	
Accounts	William Ford	Accountant	1852, April 10	2,000 00	
	D. G. B. Ross	Book-keeper	1861, April 15	1,250 00	
	R. H. Browne	Senior Clerk in charge of Agents' Returns	1862, May 14	1,250 00	
	F. Stow	Clerk	1872, October 1	850 00	

APPENDIX No. 1.—*Continued.*

Return of Officers and Clerks in the Department of Crown Lands, for ten months ending 31st October, 1875.

Branch.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Registry	John Morphy	Registrar	1851, June 8	1,600 00	
	W. F. Lewis	Assistant Registrar	1872, March 1	850 00	
	John Bradshaw	Office-keeper	1852, March 27	500 00	
	A. McDonald	Messenger	1864, November 3	500 00	

WILLIAM FORD,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

CROWN LANDS DEPARTMENT,
TORONTO, 31st October, 1875.

APPENDIX No. 2.

List of Crown Land Agents for the Sale of Lands, 1875.

Name.	District or County.	Date of Appointment.	Commission.	Remarks.
			$ cts.	
A. S. Cadenhead	Wellington	1870, August 6	384 84	
John F. Day	Part of Algoma District	1875, July 19	19 40	
W. Halpenny	Part of Renfrew	1869, November 8	67 72	Agency closed.
Hugh Hamilton	Huron	1872, October 23	350 82	
William Jackson	Grey	1854, November 3	513 62	
A. McNabb	Bruce	1851, April 29	514 35	
E. Perry	Part of Frontenac and Addington	1856, March 27	64 70	
J. McKibbon	Part of Victoria	1870, November 24	135 72	
R. Macpherson	Part of Frontenac	1871, July 19	173 44	
J. Sharman	Perth	1853, April 27	143 67	
J. Wilson	Part of Algoma District	1854, July 25	183 37	Resigned 29th July, 1875.

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

CROWN LANDS DEPARTMENT,
TORONTO, 31st October, 1875.

APPENDIX No. 3,

List of Crown Land Agents for the Disposal of Free Grants, 1875.

Name.	District or County.	Date of Appointment.	Salary per annum.	Remarks.
			$ cts.	
D. Anderson	Part of Peterborough	1870, November 21	500 00	
J. D. Beatty	Part of Parry Sound District	1869, June 21	500 00	Resigned August 17th, 1875.
S. G. Best	do	1875, March 23	500 00	
C. P. Browne	Part of Algoma	1872, June 25	500 00	
J. Bowker	St. Joseph Island, &c.	1871, July 17	500 00	
J. Graham	Part of Victoria and Prov. Co. of Haliburton	1869, May 28	500 00	
C. F. Holterman	Part of Renfrew	1865, June 22	500 00	Resigned March 30th, 1875.
A. Kennedy	do	1871, August 24	500 00	
C. W. Lount	Part of Muskoka District	1868, May 30	1,000 00	
J. Mahon	Part of Renfrew	1875, March 30	500 00	
T. J. McMurray	Part of Parry Sound District	1875, August 17	500 00	
E. Playfair	Parts of Frontenac and Addington	1870, March 5	500 00	
J. Reeves	Part of District of Nipissing	1872, February 12	500 00	
J. R. Tait	Part of Hastings	1869, May 28	500 00	
M. Reed	Part of District of Nipissing	1874, February 5	500 00	
A. Wright	Part of Thunder Bay District	1875, May 5	500 00	

WILLIAM FORD,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

CROWN LANDS DEPARTMENT,
TORONTO, 31st October, 1875.

APPENDIX No. 4.

Mining Inspector.

Name.	Mining Division.	Date of Appointment.	Salary per annum.	Remarks.
A. A. Campbell	Madoc	1869, September 25.....	$ cts. 1,000 00	Mr. Campbell acts as agent for the sale of lands for part of the County of Hastings.

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

CROWN LANDS DEPARTMENT,
TORONTO, 31st October, 1875.

APPENDIX No. 5.

LIST of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, dates of Appointments, and Salary allowed to each for his Services, during the ten months ending 31st October, 1875.

Names of Territories.	Names of Agents and Assistants.	Residences.	Date of Appointment.	Salary per annum up to 1st July, 1873.	Salary per annum from 1st July, 1873.	Remarks.
				$ cts.	$ cts.	
Upper Ottawa	A. J. Russell, Agent	Ottawa City	1846, June	2,000 00	2,600 00	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	C. S. McNutt, Assistant	do	1858, April 13	1,400 00	1,800 00	
	J. Ritchie, Clerk	do	1864, June 23	1,000 00	1,400 00	
	A. J. Russell, jr., Draughtsman.	do	1867, April 1	700 00	1,200 00	
	E. T. Smith, Clerk	do	1864, June 23	650 00	1,000 00	
	†Henry Codd, do	do	1871, August 16	550 00	850 00	
	J. Jackson, Messenger	do	1871, August 1	300 00	300 00	† Died 10th March, 1875.
	J. McDonald, Deputy Slide-master and Chief Timber-counter	do	1846, May 8	85 00	*	Additional to his salary of $535 per annum from the Department of Public Works, Ottawa.
	James Steen, Timber-counter	do	1861, May 27	$2 per diem	$2 per diem	During season of navigation.
	John Redmond, Assistant and Boatman	do	1872, March 1	do	do	do do
Belleville Agency	Joseph F. Way, Agent	Belleville	1854, May 6	1,440 00	1,440 00	
	J. A. Macinnes, Clerk	do	1859, February 26	800 00	800 00	
	J. A. G. Crozier, do	do	1867, December 1	500 00	500 00	
Collector at Quebec	McLean Stewart, Collector	Quebec	1845, September 27	2,000 00	2,000 00	The remarks in connection with the Crown Timber Office at Ottawa, respecting salaries, apply to the Collector's Office at Quebec.
	John McKay, Assistant	do	1864, June 1	1,200 00	1,200 00	
	William Miller, Clerk	do	1872, November 7	1,000 00	1,000 00	

* The Local Governments of Ontario and Quebec to pay Deputy Slide-master $150 each, in addition to amount paid by Public Works.

G. B. COWPER,
In Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO.

APPENDIX No. 6.

STATEMENT of Gross Collections of the Department of Crown Lands for the year ending 31st December, 1874.

——	November and December.	Receipts to 31st October, 1874, as per previous Report.	Total.
	$	$	$
Crown Lands	21,377 57	138,040 47	159,418 04
Clergy Lands	14,886 36	76,736 18	91,622 54
Common School Lands	11,274 08	89,993 01	101,267 09
Grammar School Lands	3,211 02	15,406 28	18,617 30
Woods and Forests	84,921 25	418,083 17	503,004 42
Mines	320 00	15,784 09	16,104 09
Casual Fees	38 00	309 35	347 35
Surveyor's Fee Fund	.....	295 60	295 60
Total	.....	.....	890,676 43

APPENDIX No. 6.

STATEMENT of Gross Collections of the Department of Crown Lands for the ten months ending 31st October, 1875.

——	$ cts.
Crown Lands	73,057 45
Clergy Lands	34,692 57
Common School Lands	46,205 88
Grammar School Lands	8,056 52
Woods and Forests	257,051 19
Mines	4,995 46
Casual Fees	266 49
Surveyor's Fee Fund	258 43
Total	424,583 99

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October 1875.

APPENDIX No. 7.

STATEMENT of Acres of land sold, Amount of Sales, and Amount of Collections, for the year ending 31st December, 1874.

SERVICE.	Acres sold.	Amount of Sales.	Amount of Collections.
		$ cts.	$ cts.
Crown Lands, November and December, 1874	13,496¼	15,551 94	21,377 57
Clergy Lands, do do	2,843	4,455 84	14,836 36
Common School Lands, do do	260½	834 50	11,274 08
Grammar School Lands, do do	1,413	1,606 50	3,211 02
	18,012¾	22,448 78	50,699 03
Amount for the ten months, ending 31st October, 1874, as previously reported	114,750½	148,046 55	320,175 94
Total	132,763¼	170,495 33	370,874 97

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1874.

APPENDIX No. 8.

STATEMENT of Acres of Land sold, Amount of Sales, and Amount of Collections for the ten months ending 31st October, 1875.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		$ cts.	$ cts.
Crown Lands	43,819	43,110 55	73,057 45
Clergy Lands	5,084	10,226 59	34,686 57
Common School Lands.	1,595½	5,043 40	46,205 88
Grammar School Lands.	4,340	5,906 40	8,056 52
	54,838½	64,286 94	162,006 42

THOS. H, JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX No. 9.

STATEMENT of Receipts of the Department of Crown Lands, for the year 1874, which are considered as Special Funds.

	Receipts to 31st October, 1874, as per previously reported.	November and December.	Total.	Grand Total.
Clergy Lands:	$ cts.	$ cts.	$ cts.	$ cts.
Principal	57,837 93	11,038 48	68,876 41	
Interest	18,871 25	3,797 88	22,669 13	
Rent	27 00	50 00	77 00	
				91,622 54
Common School Lands:				
Principal	53,045 43	6,695 12	59,740 55	
Interest	36,946 58	4,578 96	41,525 54	
Rent	1 00	.....	1 00	
				101,267 09
Grammar School Lands:				
Principal	13,289 49	2,450 22	15,739 71	
Interest	2,116 79	60 80	2,877 59	
				18,617 30
				211,506 93

APPENDIX No. 9.

STATEMENT of Receipts of the Department of Crown Lands, for the year 1874. which are considered as Special Funds.—*Continued.*

	Refunds to 31st October, 1874, as per previous Report.	November and December.	Total.	Grand Total.
Refunds on above Services:	$ cts.	$ cts.	$ cts.	$ cts.
Clergy Lands	761 85	.....	761 85	
Common School Lands	1,407 65	350 00	1,757 65	
Grammar School Lands	22 00	.....	22 00	
				2,541 50

WILLIAM FORD,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1874.

APPENDIX No. 11.

STATEMENT of Receipts of the Department of Crown Lands, which are considered as Special Funds, for ten months ending 31st October, 1875.

	$ cts.	$ cts.
Clergy Lands:		
Principal	24,851 63	
Interest	9,834 94	
Rent	6 00	
		34,692 57
Common School Lands:		
Principal	27,014 59	
Interest	19,191 29	
Rent		
		46,205 88
Grammar School Lands:		
Principal	6,475 03	
Interest	1,581 49	
		8,056 52
		88,954 97
Refunds on above Services:		
Clergy Lands	110 00	
Common School Lands	518 30	
Grammar School Lands	18 20	
		646 50

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX No. 12.

STATEMENT of Receipts of the Department of Crown Lands for the year 1874, which are considered as Revenue.

	Receipts to 31st October, 1871, as per previous Report.	November and December.	Total.	Grand Total.
	$ cts.	$ cts.	$ cts.	$ cts.
Woods and Forests	418,083 17	84,921 25	503,004 42	
Crown Lands	138,040 47	21,377 57	159,418 04	
Mines	15,781 09	320 00	16,104 09	
Surveyor's Fee Fund	295 60		295 60	
Casual Fees	329 35	38 00	347 35	
				679,169 50

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1874.

APPENDIX No. 13.

STATEMENT of Receipts of the Department of Crown Lands for the ten months ending 31st October, 1875, considered as Revenue.

	$ cts.
Woods and Forests	257,051 19
Crown Lands	73,057 45
Mines	4,995 46
Casual Fees	266 49
Surveyor's Fee Fund	258 43
	335,629 02

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX No. 14.

STATEMENT of Gross Disbursements of the Department of Crown Lands for the year ending 31st December, 1874.

	November and December.		
Commissions.	$ cts.	$ cts.	$ cts.
A. S. Cadenhead	208 43		
W. Halpenny	120 09		
H. Hamilton	202 45		
W. Jackson	484 61		
J. McKibbon	77 04		
A. McNabb	453 45		
R. McPherson	134 24		
E. Perry	40 81		
J. Sharman	48 89		
Jos. Wilson	14 20		
		1,784 21	
Commissions for the previous ten months ending 31st October, 1874, already reported		6,184 78	
			7,968 99
Salaries of Agents.			
C. P. Browne	125 00		
J. Reeves	125 00		
J. R. Tait	125 00		
D. Anderson	125 00		
J. D. Beatty	125 00		
A. A. Campbell	250 00		
C. W. Lount	250 00		
J. Graham	125 00		
E. Playfair	125 00		
A. Kennedy	125 00		
J. Reid	125 00		
C. F. Holterman	125 00		
J. Bowker	125 00		
J. B. McWilliams	333 34		
J. F. Way	240 00		
J. A. Macinnes	133 34		
J. A. G. Crozier	83 34		
J. McDonald	25 00		
		2,690 02	
Salaries of Agents for the previous ten months ending 31st October, already reported		9,780 32	
			12,470 34
Agents' Postage.			
D. Anderson	1 14		
E. Perry	3 17		
J. R. Tait	4 84		
H. Hamilton	8 73		
		17 88	
Agents' postage for the previous ten months ending 31st October, already reported		282 74	
			300 62
Miscellaneous.			
J. R. Tait, stationery	3 00		
W. Jackson, inspecting	10 75		
A. McNabb, do	6 00		
J. Shaw, do	24 00		
J. Green, do	15 00		
Wadsworth & Unwin, do	53 50		
J. F. Way, Disbursements	135 00		
Carried forward			

APPENDIX No. 14.—*Continued.*

STATEMENT of Gross Disbursements of the Department of Crown Lands for the year ending 31st December, 1874.

	November and December.		
	$ cts.	$ cts.	$ cts.
Brought forward			
Miscellaneous.—Continued.			
W. H. Cowper, checking Returns	79 00		
J. A. Macinnes, Board	25 72		
		351 97	
Amount of miscellaneous items for the previous ten months ending 31st October, already reported		1,924 42	
			2,276 39
Wood Ranging.			
J. Shaw	265 50		
W. Russell	825 66		
T. E. Johnson	120 15		
C. Johnson	708 02		
W. McKay	61 45		
A. G. Judd	100 00		
		2,080 78	
Wood Ranging for the previous ten months ending 31st October, already reported		18,165 49	
			20,246 27
Expenses of Inspectors Valuing Lands.			
W. Hartle	150 00		
G. Bolton	110 00		
J. Shaw	302 00		
		562 00	
Expenses of Inspectors valuing lands for the previous ten months ending 31st October, 1874, already reported		1,368 10	
			1,930 10
Local Saw Mill Inspections.			
W. Russell	50 00		
T. E. Johnson	92 10		
J. Shaw	260 85		
J. B. McWilliams	59 00		
George Beck	60 00		
S. L. Soper	45 00		
Local Saw Mill Inspections for the previous ten months ending 31st October, already reported		566 95 570 00	
			1,136 95
Agents' Receipts			
For monies paid them but not returned to Department, say for ten months to 31st October, 1874, as previously reported			154 22
Compensation claims to compensate Henton, Cromwell & Grant, for deficiency in certain lots in Colchester			2,462 00
Board of Examiners		375 00	
Do November and December, 1874	40 00	40 00	
			415 00
Scrip Issued			
te months ending 31st October, 1874, already reported			7,764 11
Carried forward			

APPENDIX No. 14.—*Concluded.*

STATEMENT of Gross Disbursements of the Department of Crown Lands for the year ending 31st December, 1874.

	November and December.		
	$ cts.	$ cts.	$ cts.
Brought forward			
Refunds	3,011 06		
Do for previous ten months ending 31st October, 1874		23,034 84	26,045 90
Colonization Roads	12,537 89		
Do do		87,462 11	100,000 00
Surveys	657 82		
Do do		33,812 31	34,470 13
Advertising	129 95		
Do do		1,237 42	1,367 47
Office Postage	50 00		
Do do		300 00	350 00
Subscriptions	23 00		
Do do		124 90	147 90
Contingencies	113 85		
Do do		1,846 61	1,960 46
Two per cent. of the duties collected on timber cut on Road Allowances, and paid to Municipalities for the ten months ended 31st October, 1874, as previously reported			3,750 69
Total			225,217 54

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1874.

APPENDIX No. 15.

STATEMENT of Gross Disbursements of the Department of Crown Lands for ten months ending 31st October, 1875.

	$ cts.	$ cts.
Commissions.		
Cadenhead, A. S.	348 84	
Day, J. F.	19 40	
Halpenny, W.	67 72	
Hamilton, H.	350 82	
Jackson, W.	513 62	
McKibbon, J.	135 72	
McNabb, A.	514 35	
Macpherson, R.	173 44	
Perry, E.	64 70	
Sharman, J.	143 67	
Wilson, J.	183 37	
		2,515 65
Agents' Postage.		
Anderson, D.	6 10	
Beatty, J. D.	13 81	
Bowker, J.	2 35	
Brown, C. P.	11 23	
Cadenhead, A. S.	6 85	
Graham, J.	36 35	
Halpenny, W.	62	
Hamilton, H.	8 65	
Holterman, C. F.	8 78	
Jackson, W.	24 15	
Kennedy, A.	7 24	
Lount, C. W.	49 01	
McKibbon, J.	8 19	
McMurray, J.	9 55	
McNabb, A.	28 87	
Macpherson, R.	4 56	
Perry, E.	1 62	
		227 93
Salaries of Agents.		
Anderson, D.	375 00	
Beatty, J. D.	250 00	
Best, S. G.	262 33	
Bowker, J.	375 00	
Brown, C. P.	375 00	
Campbell, A. A.	750 00	
Graham, J.	375 00	
Holterman, C. F.	125 00	
Mahon, J.	250 00	
Kennedy, A.	375 00	
Lount, C. W.	750 00	
McMurray, J.	125 00	
Playfair, E.	375 00	
Reeves, J.	375 00	
Reid, M.	375 00	
Tait, J. R.	375 00	
Wright, A.	203 00	
Crozier, J. A. G.	416 66	
Macinnes, J. A.	666 66	
McDonald, J.	125 00	
McWilliams, J. B.	1,666 66	
Way, J. F.	1,200 00	
		10,165 31
Carried forward		

APPENDIX No. 15.—*Continued.*

STATEMENT of Gross Disbursements of the Department of Crown Lands for ten months ending 31st October, 1875.

	$ cts.	$ cts.
Brought forward	.....	.....
Wood Ranging.		
Russell, W.	800 00	
Freeman, P. W.	1,400 00	
Johnson, Thos. E.	1,310 00	
Turgeon, J. B.	530 00	
Lee, T. W.	527 25	
Boland, C. B.	540 00	
Johnson, S. M.	1,235 97	
Boucher, W.	473 00	
Kennedy, J.	1,111 36	
Bick, George	693 50	
Rose, D.	682 63	
Soper, S. L.	789 12	
McKay, W.	1,090 00	
Gunn, A.	768 00	
Shaw, J.	961 03	
Judd, A. G.	688 25	
		13,600 11
Expenses of Inspectors valuing Lands.		
Denault, W. H.	170 00	
Hartle, W.	190 00	
Shaw, A.	200 00	
Smith, A.	100 00	
		660 00
Miscellaneous.		
Macinnes, J. A., allowance for board	320 00	
Wilson, J., timber services	285 75	
Belle, C. E., do	100 00	
Johnson, E. P., do	417 39	
Cowper, G. B., travelling expenses	60 00	
Cashman, J., do	12 00	
Kennedy, Geo., do	4 75	
Tarbutt, J. C., do	60 00	
Johnson, T. H. do	40 00	
Green, John, inspecting	20 00	
Shaw, A., do	40 85	
McGeorge, W. G., do	19 89	
Foley, J. P., do	6 00	
Shaw, J., do	113 51	
Graham, J., do	18 00	
Halterman, C. F., do	13 00	
Mahon, J., do	3 75	
Jackson, W. do	33 70	
Beatty, W., stationery	5 48	
McWilliams, J. B., stationery	17 36	
Do travelling expenses	6 20	
Way, J. F., disbursements	367 00	
		1,964 63
Board of Examiners	.....	410 00
Local saw mill inspections	.....	184 25
Scrip Issued.		
James Foott	1,965 70	
Calvin & Charles Davis	925 63	
A. Johnson	100 00	
		2,991 33
Carried forward	.....	.....

APPENDIX No. 15.—*Concluded.*

STATEMENT of Gross Disbursements of the Department of Crown Lands for ten months ending 31st October, 1875.

——	$ cts.	$ cts.
Brought forward		
Refunds		11,030 25
Colonization Roads		87,455 80
Surveys		22,076 07
Advertising		1,215 36
Office postage		250 00
Subscriptions		158 65
Petty contingencies		763 25
Two per cent. of duties collected on timber cut on road allowances paid to Municipalities		982 70
Total		156,651 29

THOS. H. JOHNSON,
Assistant Commissioner.

WILLIAM FORD,
Accountant.

CROWN LANDS DEPARTMENT,
TORONTO, 31st October, 1875.

APPENDIX No. 16.

RETURN of the numbers of locatees and of acres located, the numbers of purchasers and of acres sold to locatees, and the number of lots of which the locations have been cancelled, under "the Free Grants and Homestead Act of 1868;" and also of the number of patents issued under the said Act, and the Acts remitting arrears due the Crown by settlers in the Free Grant Townships from the 1st November to the 31st December, 1874.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of Lots of which the locations have been cancelled.	Number of Patents issued.
Brunel	Muskoka	C. W. Lount, Bracebridge	4	595	.....	.....	6	1
Chaffey			13	1587	.....	.....	7	.....
Draper			6	716	1	11	4	1
Macaulay			1	97	.....	.....	.....	.....
Monck			2	302	.....	.....	3	6
Medora			5	596	.....	.....	5	1
Morrison			.....	.....	.....	.....	.....	.....
Muskoka			4	510	1	100	.....	2
McLean			18	1969	5	206	9	.....
Oakley			2	300	.....	.....	.....	.....
Ridout			17	2168	1	10	2	.....
Ryde			1	98	.....	.....	.....	.....
Stephenson			2	191	.....	.....	3	4
Stisted			9	1198	.....	.....	19	.....
Watt			4	425	.....	.....	4	4
Cardwell	Muskoka		.....	.....	.....	.....	3	.....
Carling	Parry Sound	J. D. Beatty, Parry Sound	5	959	1	38	.....	.....
Christie			4	699	.....	.....	6	.....
Ferguson			2	300	.....	.....	3	1
Foley			2	287	.....	.....	.....	3
Hagerman			4	337	.....	.....	6	.....
Humphry			2	157	.....	.....	4	6
McDougall			4	578	.....	.....	1	2
McKellar			3	394	.....	.....	4	2
Carried forward			.....	.....	.....	.....	.....	.....

APPENDIX No. 16.

RETURN of the number of locatees and number of acres located, &c.—*Continued.*

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers	Number of Acres sold.	Number of Lots of which the locations have been cancelled.	Number of Patents issued.
Brought forward								
Anstruther	Peterborough, Haliburton	D. Anderson, Apsley					1	
Chandos								5
Cardiff							4	
Minden	Haliburton	Joseph Graham, Bobcaygeon	1	199				2
Snowdon								4
Stanhope			1	100				1
Lutterworth								1
Bangor	Hastings	J. R. Tait, L'Amable						
Dungannon			1	200	1	3	1	3
Herschel								1
Mayo			1	99				
Monteagle			3	492	2	4	1	
Wicklow			3	397				1
								1
Alice	Renfrew	A. Kennedy, Pembroke	1	100				19
Petewawa			2	400			1	1
Algoma, South	Renfrew	James Reeves, Eganville					2	1
Grattan			2	203				14
Wilberforce							3	17
Hagarty							1	2
Carried forward								

Griffith	Renfrew	F. Holterman, Vanbrugh	1	200	..	..	..	..
Lyndoch			3	399	..	..	..	..
Matawatchan			..	..	..	..	..	5
St. Joseph's Island	Algoma	John Bowker	1	100	..	..	..	..
		Total	134	17,352	12	372	103	113
Total Number from 1st January to 1st November, 1874, as per last Report			785	101,718	45	1,772	350	642
		Total for 1874	919	119,072	57	2144	453	755

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1874.

APPENDIX No. 17.

RETURN of the numbers of locatees and of acres located, the numbers of purchasers and of acres sold to locatees, and the number of lots of which the locations have been cancelled, under "The Free Grants and Homestead Act of 1868;" and also of the number of patents issued under the said Act, and the Acts remitting arrears due the Crown by settlers in the Free Grant Townships, from the 1st January to the 1st November, 1875.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of Lots, the locations of which have been cancelled.	Number of Patents issued.
Brunel	Muskoka	C. W. Lount, Bracebridge	28	3302	1	15	21	13
Chaffey			12	1713	2	198	16	6
Draper			15	1714	.....	.....	14	14
Macaulay			11	1376	2	33	12	20
Medora			8	1286	1	19	13	17
Monck			7	903	1	110	6	21
Morrison			4	597	.....	.....	1	6
Muskoka			6	776	2	59	4	15
McLean			16	2182	2	192	16	6
Oakley			9	988	.....	.....	2	.....
Ridout			30	3625	3	205	4	.....
Ryde			26	3963	.....	.....	10	2
Stephenson			12	1185	1	100	7	17
Stisted			43	5914	8	218	17	3
Watt			14	1570	.....	.....	10	12
Wood			1	100	.....	.....	.....	4
Cardwell	Muskoka	.....	22	3196	.....	.....	4	4
Carling	Parry Sound	Thos. McMurray, Parry Sound	21	3433	1	15	.....	.....
Christie			12	1995	.....	.....	4	8
Fergusson			7	902	.....	.....	3	10
Foley			13	2112	2	106	13	14
Hagerman			8	1072	1	73	11	2
Humphry			9	1180	1	50	6	17
McDougall			25	3263	1	29	14	11
McKellar			12	1758	2	171	10	14

Chapman	Parry Sound	S. G. Best, Maganettawan	17	2170	3	117		
Croft			42	5702	6	263		
Spence			37	4400	8	159		
Anstruther	Peterborough	D. Anderson, Apsley	13	1730			1	3
Cardiff	Haliburton		17	2442			1	6
Chandos	Peterborough		30	4461			5	7
Monmouth	Haliburton		41	6401	1	52	2	1
Anson	Haliburton	Joseph Graham, Bobcaygeon	1	190				6
Glamorgan			18	2625			4	
Hindon			5	533				
Minden			26	3428			4	36
Snowdon			31	4419	2	172	2	9
Stanhope			8	1065				5
Lutterworth			79	10664				4
Bangor	Hastings	J. R. Tait, L'Amable	5	662			1	1
Carlow			5	650			4	3
Dungannon			7	891			6	8
Faraday			8	1519				5
Herschel			12	1432			5	1
Mayo			6	868			3	2
Monteagle			7	923	2	4		3
McClure								3
Wicklow								2
Alice	Renfrew	A. Kennedy, Pembroke	17	2066	1	100	3	22
Buchanan			3	300			1	5
Fraser								1
Head			2	230	1	95		5
Petewawa			16	1886	3	13	4	11
Rolph			2	200				4
Wylie			3	300				
McKay								
Algona, South	Renfrew	James Reeves, Eganville	5	800				7
Algona, North			2	300	1	50		7
Grattan			8	940	6	197	3	16
Wilberforce			5	548	1	70		7
Hagarty	Nipissing		19	2481	3	208	4	5
Richards			1	147				
Sherwood			5	585				1
Carried forward								

APPENDIX No. 17.—RETURN of the numbers of locatees and of Acres located, &c.—*Concluded.*

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of Lots, the locations of which have been cancelled.	Number of Patents issued.
Brought forward								
Brougham	Renfrew	John Mahon, Vanbrugh	3	260	2	263	2	4
Brudenell			4	380			1	7
Griffith			1	200				5
Lyndoch			3	291			2	
Radcliffe			1	100			3	
Raglan								
Sebastopol			5	686				5
Matawatchan			5	600				6
Aweres	Algoma	C. P. Brown, Sault Ste. Marie						
Korah			2	319			7	
Prince			2	240			1	
St. Joseph's Island	Algoma	John Bowker, Bruce Mines	63	8378	3	241	3	
Plummer			62	9971	2	176		1
Oliver	Thunder Bay	Amos Wright, Pr. Ar. Landing	26	3147				
Dawson Road			58	7157				
Abinger	Addington	E. Playfair, Buckshot						3
Denbigh			2	125	1	18		4
Clarendon	Frontenac							
Miller								1
Palmerston								7
			1,111	149,897	77	3,791	290	477

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

THOS. H. JOHNSON,
Assistant Commissioner.

APPENDIX No 18.

PATENT BRANCH.

STATEMENT showing the number of Crown Patents issued by the Patent Branch during the year 1874.

Number of Patents issued during the ten months ending 31st October, 1874, as previously reported	3097	
Number of Patents issued during the months of November and December, 1874	478	
Total for the year 1874		3575
Number of Patents issued during the ten months ending 31st October, 1875	1796	

THOS. H. JOHNSON,
Assistant Commissioner.

THOMAS DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX No. 19.

Woods and Forests.

Complete Statement of Revenue collected during the year ending 31st December, 1874.

	$ cts.	$ cts.
Amount of Ottawa Collections, by A. J. Russell	160,960 47	
Do do M'L. Stewart	119,168 49	280,128 96
Amount of Belleville Collections, by Jos. F. Way	102,532 34	
Do do M'L. Stewart	3,030 76	105,563 10
Amount of Western Timber District Collections at Department	80,903 94	
Do do by M'L. Stewart	21,695 20	102,599 14
		488,291 20
Amount collected in 1874 on account of sale of Lake Huron Timber Berths of October, 1872	.....	14,713 22
		503,004 42

THOS. H. JOHNSON,
Assistant Commissioner.

G. B. Cowper,
Chief Clerk in Charge.

Department of Crown Lands,
Toronto, 31st December, 1874.

APPENDIX No. 20.

Woods and Forests.

Statement of Revenue collected during the ten months ending 31st October, 1875.

	$ cts.	$ cts.
Amount of Ottawa Collections, by A. J. Russell	120,875 02	
Do do McLean Stewart	61,785 53	
		182,660 55
Amount of Belleville Collections, by Jos. F. Way	41,038 54	
Do do M'Lean Stewart	445 10	
		41,483 64
Amount of Western Timber Collections at Department	29,702 74	
Do do by McLean Stewart	3,204 26	
		32,907 00
Total collections for the ten months		257,051 19

Note.—In addition to the above, the sum of $770 15 was collected on timber cut under settlers licenses applicable towards payment of lands.

THOS. H. JOHNSON,
Assistant Commissioner.

G. B. Cowper,
Chief Clerk in Charge.

Department of Crown Lands,
Toronto, 31st October, 1875.

APPENDIX

WOODS AND

Statement of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Area under License.	Saw Logs.				Oar Logs.	White Pine.	
		White Pine.		Other.				
	Square miles.	Pieces.	Standards.	Pieces.	Standards.	Pieces.	Pieces.	Feet.
Ottawa Territory. A. J. Russell, Agent	7388	934103	797154	2499	1252	9275	88883	4933439
Belleville Agency. J. F. Way, Agent	1999	754990	460132	13578	7435	.....	4945	308281
Western Timber District	6872	397387	324376	418	366	.....	9659	554003
Total	16259	2086480	1581662	16495	9053	9275	103487	5795723

GENERAL STATEMENT

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Basswood.		Maple and Butternut.		Railway Ties.	Posts.	Round Cedar.	Fence Rails.
	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Cords.	Feet.	Pieces.
Ottawa Territory. A. J. Russell, Agent	283	9908	20	863	1038	.....	.....	.....
Belleville Agency. J. F. Way, Agent	139	5258	2	89	64474	268	119696	8124
Western Timber District	34	1934	26	831	12003	.....	.....	.....
Total	456	17100	48	1783	77515	268	119696	8124

G. B. Cowper,
Chief Clerk in Charge.

Department of Crown Lands,
Toronto, 31st December, 1874.

No. 21.

FORESTS.

Rent and Bonuses, during the year ending 31st December, 1874.

TIONS OF TIMBER.

Red Pine.		Boom Timber.				Oak.		Elm and Ash.		Tamarac.		Birch, Hemlock, and Spruce.	
Pieces.	Feet.	Pces.	Feet.	Pces.	Standards.	Pces.	Feet.	Pieces.	Feet.	Pces.	Feet.	Pieces.	Feet.
68500	2491266	.....	.....	26809	32726	14	472	A. 1205 E. 43	42656 1313	862	26578	375	22914
98	4151	115	1920	7014	6757	154	3805	A. 240 E. 249	8729 8943	77	2653	73	2762
19	892	.....	.....	3068	4414	1033	38151	A. 323 E. 4845	11088 215442	8	312	723	13061
68617	2496309	115	1920	36891	43897	1201	42428	A. 1768 E. 5137	62473 225698	947	29543	1171	38737

OF TIMBER, &c.—*Continued.*

TIONS OF TIMBER.

Bolts.	Cordwood.		Other Wood.		Accounts Accrued.				
Cords.	Hard. Cords.	Soft. Cords.	Pieces.	Feet.	Trespass, &c.	Timber Dues.	Ground Rent.	Bonus.	Total.
.....	54	.....	5	277	$ cts. 1787 21	$ cts. 220900 17	$ cts. 15002 00	$ cts. 8 00	$ cts. 237697 38
162	.....	191	.....	.. ..	5794 06	77550 94	4645 50	4 00	87994 50
.....	.....	2496	W. W. 113 Cherry 110 Tel. P. 293	11762 4607	12301 18	73509 76	13998 00	4 00	99812 94
162	54	2687	228 Tel. P. 293	16646	19882 45	371960 87	33645 50	16 00	425504 82

THOS. H. JOHNSON,
Assistant Commissioner.

APPENDIX

WOODS AND

Statement of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Area under License.	Saw Logs.				Oar Logs.	White Pine.	
		White Pine.		Other.				
	Square miles.	Pieces.	Standards.	Pieces.	Standards.	Pieces.	Pieces.	Feet.
Ottawa Territory. A. J. Russell, Agent	7406	850399	766512	1136	517	5777	99664	5314426
Belleville Agency. J. F. Way, Agent	1829	700456	517008	5714	2072	.....	1740	122283
Western Timber District	6534	405223	331227	94	83	.....	1846	99187
Total	15769	1956078	1614747	6944	2672	5777	103250	5535896

GENERAL STATEMENT

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Birch, Hemlock, and Spruce.		Basswood.		Maple and Butternut.		Railway Ties.	Posts.
	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Cords.
Ottawa Territory. A. J. Russell, Agent	H. 12 S. 8	462 281	113	4993	B. 6	200	.....	.....
Belleville Agency. J. F. Way, Agent	.....	.....	.....	.....	.....	.....	467	30
Western Timber District	B. 132	4995	13	1112	M. 14 B. 14	521 438	.....	.....
Total	H. 12 S. 8 B. 132	462 281 4995	126	6105	M. 14 B. 20	521 638	467	30

G. B. Cowper,
Chief Clerk in Charge.

Department of Crown Lands,
Toronto, 31st October, 1875.

No. 19.

FORESTS.

Rent and Bonuses, during the ten months ending 31st October, 1875.

TIONS OF TIMBER.

Red Pine.		Boom Timber.		Round Cedar.			Oak.		Elm and Ash.		Tamarac.	
Pieces.	Feet.	Pieces.	Standards.	Feet.	Pces.	Inches	Pieces.	Feet.	Pieces.	Feet.	Pces.	Feet.
28430	1081073	44904	63990	.....	3778	35734	43	967	E. 23 A. 489	788 17357	240	6321
4	147	5819	7043	23704	33166	252612	44	1181	E. 249 A. 55	9564 1876	51	1816
64	3017	3017	4840	.....	.....	.....	594	17307	E. 2129 A. 289	66901 10965	3	126
28498	1084237	53740	75873	23704	36944	288346	681	19455	E. 2401 A. 833	77253 30178	294	8263

OF TIMBER, &c.—*Continued.*

TIONS OF TIMBER.

Bolts.	Cord Wood.		Other Wood.		Amounts Accrued.				
Cords.	Hard. Cords.	Soft. Cords.	Pieces.	Feet.	Trespass, &c.	Timber Dues.	Ground Rent.	Bonus.	Total.
.....	.....	676	Spars 15	1037	$ cts. 532 21	$ cts. 208444 47	$ cts. 15016 19	$ cts. 16 00	$ cts. 224008 87
59	.....	.....	.....	.....	1742 69	69706 87	4304 00	4 00	75757 56
.....	.....	.....	Ch'y 37	1359	5101 72	59249 61	13004 00	382 00	77737 33
59	.....	676	Spars 15 Ch'y 37	1037 1359	7376 62	337400 95	32324 19	402 00	377503 76

THOS. H JOHNSON,
Assistant Commissioner.

APPENDIX No. 23.

COMPLETE STATEMENT of Crown Land Surveys in progress in the year 1874, and amounts advanced thereon during the year, shewing the amounts advanced during the months of November and December, as distinguished from the amount advanced during the 10 months ending the 31st October, 1874.

No.	Date of Instruction.	SURVEYOR.	DESCRIPTION OF SURVEY.	Amount pa
				$ cts
			Crown Land Surveys and amount advanced up to the 31st October, 1874, as shown by the Commissioner's Report, issued in 1874, page 31	16,227 8
			Amounts advanced during the months of November and December, 1874:—	
1	23rd May, 1874	C. C. Forneri	Survey of a tier of lots on each side of the Dawson Road, west of Thunder Bay	450 00
2	9th November, 1874	G. B. Kirkpatrick	Examination of the Surveys of Townships in the Huron and Ottawa Territory	146 0
				16,824 09

THOS. H. JOHNSON,
Assistant Commissioner.

THOS. DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX No. 24.

STATEMENT of Crown Lands Surveys in progress on the 31st October, 1875, and amounts advanced thereon up to that date.

No.	Date of Instructions.	SURVEYOR.	SURVEY.	Amount advanced.
				$ cts.
1	28th May, 1875	J. W. Fitzgerald	Survey of the Township of Pringle into Farm Lots	2,100 00
2	28th May, 1875	W. Beatty	Survey of the Township of Armour into Farm Lots	1,600 00
3	26th July, 1875	J. W. Fitzgerald	Survey of the Township of Gurd into Farm Lots	1,900 00
4	20th August, 1875	W. Beatty	Survey of the Township of Laird into Farm Lots	1,100 00
5	11th June, 1875	H. Wilson	Survey of the Township of Moss into Mining Locations	1,500 00
6	14th August, 1875	T. O. Bolger	Survey of the Township of Coponaning at the mouth of French River	400 00
7	8th June, 1875	T. O. Bolger	Survey of Islands at the mouth of the Kaministiqui River	700 00
				9,300 00

THOS. H. JOHNSON,
Assistant Commissioner.

THOS. DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX No. 25.

STATEMENT of Crown Land Surveys completed and closed during the ten months ending 31st October, of the year 1875.

No.	Date of Instruction.	SURVEYOR.	DESCRIPTION OF SURVEY.	Amount paid.	No. of Acres Surveyed.
				$ cts.	
1	19th May, 1874	R. W. Hermon	Survey of the Township of Lount into farm lots	1,838 61	54,332·68
2	7th July, 1874	C. F. Chapman	Survey of the Township of Perry into farm lots	2,312 69	48,908·70
3	4th May, 1875	E. Stewart	Survey of the Township of Machar into farm lots	3,490 03	49,857·56
4	15th May, 1875	R. W. Hermon	Survey of part of the Township of Stisted into farm lots	245 00	3,500
5	23rd May, 1874	C. C. Fourneri	Survey of a tier of lots on each side of the Dawson Road, &c.	202 80	25,586·75
6	15th January, 1874	A. C. Webb	Survey of part of the Townplot of Gosport, in the Township of Murray	39 50	
7	1st October, 1872, and 16th October, 1873	J. L. P. O'Hanley	Survey of the Boundary Line between the Provinces of Ontario and Quebec	4,261 32	
			NOTE.—There were no Surveys completed and closed during the months of November and December, 1874, the Report of that year, on page 32, being a complete Report for the whole year under this head.	12,389 95	182,185·69

THOS. DEVINE,
Deputy Surveyor-General.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX No. 26.

COMPLETE Statement of Municipal Surveys for which Instructions were issued during the year 1874.

No.	SURVEYOR.	No. and Date of Instructions.		SURVEY.	No. of Survey.	Date when Confirmed.
				No. of Municipal Instructions issued during the 10 months, ending 31st October, 1874, as shown by Commissioner's Report, issued in 1874, page 36. ..	19	
				No. of Municipal Instructions issued during the months of November and December, 1874.		
1	J. J. Francis	384	18th November, 1874	Survey of lots 27 and 28, in the 3rd, 4th, 5th and 6th concessions of Warwick.	1	
2	Alex. Davidson	385	18th November, do	Survey of lots 16 to 34 inclusive, in the 5th and 6th concessions of Dawn	1	
3	C. G. Hanning	386	18th November, do	Survey of lots 16 to 24 inclusive, in the 4th concession of Brock	1	25th June, 1875.
4	Alex. Davidson	387	10th December, do	Survey of lots 7 and 8, in the Front concession of Moore	1	21st Oct,, do
5	W. E. Yarnold	388	17th December, do	Survey of lots 17, 18, 19 and 20, in the 6th concession of Scott	1	19th July, do
				Total	24	

THOS. H. JOHNSON,
Assistant Commissioner.

THOMAS DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX No. 27.

STATEMENT of Municipal Surveys for which Instructions were issued during the ten months ending 31st October, 1875.

No.	SURVEYOR.	No. and Date of Instructions.	SURVEY.	Date when confirmed.
				1875.
1	W. E. Yarnold	389 15th February, 1875	Survey of lots 31, 32, 33, 34 and 35, in the 7th Con. of Whitchurch	11th September.
2	J. Shier	390 24th February, do	Survey of lots 28 and 29, in the 1st Con. of Pickering	27th July.
3	T. O. Bolger	391 31st March, do	Survey of Base line between 2nd Con. S. W. of Green Point, Sophiasburg	
4	C. G. Hanning	392 8th April, do	Survey of lots 11, 12, 13, 14 and 15, in the 2nd Con., and lot No. 7, in the 3rd Con. of Uxbridge	7th & 28th May.
5	Alex. Davidson	393 19th April, do	Survey of the line between broken Con. A and the 9th Con. of Sarnia	
6	Hugh Wilson	394 24th April, do	To place monuments at Easterly angle of lot No. 100, and at Northerly angle of lot 101, in the 1st Range, W. of T and S Road.	
7	William Burke	395 26th April, do	Survey of lots 3, 4, 5 and 6, in the 4th Con. of Percy.	
8	W. E. Yarnold	396 5th May, do	Survey of lots 11, 12, 13, 14 and 21, in the 1st Con. of Uxbridge	23rd August.
9	C. G. Hanning	397 31st May, do	Survey of lots 1, 2 and 3, in the 5th Con. of Darlington	16th September.
10	Q. Johnston	398 28th May, do	Survey of lots 12, 13, 14, 15, 16, 17 and 18, in the 9th Con. ; lots 12, 13, 14, 15, 16, 17 and 18, in the 8th Con. ; lots 1, 2, 3, 4, 5 and 6, in the 10th Con. ; lots 1, 2, 3, 4, 5 and 6, in the 9th Con. ; and lots 10, 11, 12, 13, 14 and 15, in the 4th Con. of Aldborough	
11	C. G. Hanning	399 24th June, do	Survey of lots 34, 35 and 36, in the 5th Con. of Uxbridge	4th August.
12	C. G. Hanning	400 8th July, do	Survey of lots 9, 10, 11, 12 and 13, in the 4th Con. of Darlington	16th September.
13	Q. Johnston	401 21st July, do	Survey of lots 1, 2, 3, 4, 5 and 6, in the 12th Con. of Aldborough.	
14	J. H. Jones	402 26th August, do	To place monuments in front of such lots in Sombra, as are not included in former instructions.	
15	C. G. Hanning	403 29th July, do	Survey of lots 8, in the 3rd Con., ond lots 33 and 34, in the 6th Con. of Uxbridge.	5th October.
16	W. G. Wonham	404 31st July, do	Survey of part of line between 11th and 12h Con., South Norwich	16th September.
17	John Shier	405 27th August, do	Survey of lots 23, 24 and 25, in the 9th Con. of Whitby	7th September.
18	C. G. Hanning	406 27th August, do	Survey of lot 26, in the 1st Con. of Uxbridge.	
19	John Shier	407 27th August, do	Survey of part of the line between Rama and Mara.	
20	C. G. Hanning	408 5th October, do	Survey of lots 18 and 19, in the 5th Con. of Darlington.	
21	C. G. Hanning	409 5th October, do	Survey of lots 25 inclusive to the Boundary line of Sommerville and Verulam, on line between 5th and 6th Cons.	
22	Q. Johnston	410 5th October, do	Survey of 4 to 15, both inclusive, in the 3rd Con. of Aldborough.	
23	C. G. Hanning	411 5th October, do	Survey of lot 20, in the 8th Con. of Uxbridge.	
24	William Mullin	412 5th October, do	Survey of lots 25, in the 1st to the 14th Con., both inclusive, of Biddulph.	
25	W. E. Yarnold	413 5th October, do	Survey of lot 22, in the 8th Con. of Cartwright.	

THOMAS DEVINE,
Deputy Surveyor-General.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS.
TORONTO, 31st October, 1875.

APPENDIX No. 28.

STATEMENT of Municipal Surveys confirmed during the year 1874.

No.	SURVEYOR.	No. and Date of Instructions.		SURVEY.	No. of Survey.	Date when confirmed.
						1874.
				Number of Surveys confirmed during the ten months ending 31st October, 1874, as shown by Commissioner's Report issued in 1874, page 37	15	
				Number of Municipal Surveys confirmed during the months of November and December, 1874 :—		
1	P. S. Gibson	364	18th December, 1873 ...	Survey of lots Nos. 22 to 35 inclusive, in the 2nd Con., and 16 to 23 inclusive, in the 8th Con., East Gwillimbury	1	4th November.
2	W. E. Yarnold	356	4th June, 1873.....	Survey of lot 24, in 2nd Con. of Uxbridge	1	7th December.
3	James Dixon	326	16th February, 1872	Survey of line from lot 27, between the 4th and 5th Cons. of Verulam to Bay of Somerville	1	16th December.

THOS. H. JOHNSON,
Assistant Commissioner.

THOMAS DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX No. 29.

STATEMENT of Municipal Surveys confirmed during the ten months ending 31st October, 187

No.	SURVEYOR.	No. and Date of Instruction.		SURVEY.	Date when confirmed.
					1875.
1	John Shier	362	16th December, 1873	Survey of lots Nos. 31 and 32 in the 9th Con. of Whitby	15th February
2	John Shier	378	8th September, 1874	Survey of lots Nos. 32 and 33 in the 1st do	15th February
3	C. G. Hanning	382	31st October, 1874	Survey of lot No. 33 in the 5th Con. of Uxbridge	10th March
4	A. C. Webb	381	18th September, 1874	Survey of lots Nos. 16 to 24 (both inclusive) in the 4th Con. of Percy	19th March
5	R. Hamilton	375	20th July, 1874	Survey of lots Nos. 21 to 37 in 1st 14; to 20 in the 2nd; and lots 1 to 14 in 3rd Con. Alfred	16th July
6	W. E. Yarnold	361	20th September, 1873	Survey of lot No. 15 in the 2nd Con. of Pickering	14th May
7	James Dickson	379	16th September, 1874	Survey of lots Nos. 28 to 32 in the 4th and 5th Cons. of Verulam	23rd June
8	C. G. Hanning	386	18th November, 1874	Survey of lots Nos. 16 to 24 in the 4th Con. of Brock	25th June
9	Wm. McGeorge	354	April, 1873	Survey of lots Nos. 4 to 12 in 4th Con. north, and 6 to 14 on the Middle Road, of Oxford	7th July
10	C. G. Hanning	392	8th April, 1875	Survey of lots Nos. 11 to 15 in 2nd Con., and lot No. 7 in 3rd Con., of Uxbridge	28th & 7th May
11	H. Wilson	394	24th April, 1875	Survey of lots Nos. 100 and 101, west of T. and S. Road, Glenelg	17th July
12	W. E. Yarnold	388	17th December, 1874	Survey of lots Nos. 17, 18, 19 and 20, in the 6th Con. of Scott	19th July
13	W. E. Yarnold	370	8th April, 1874	Survey of lots Nos. 30 and 31 in the 6th Con. of Scott	19th July
14	John Shier	390	24th February, 1875	Survey of lots Nos. 28 and 29 in the 1st Con. of Pickering	27th July
15	John Shier	376	7th August, 1874	Survey of lots Nos. 20 and 21 in the 3rd Range, broken front, of Pickering	27th July
16	C. G. Hanning	399	24th June, 1875	Survey of lots Nos. 34, 35 and 36 in the 5th Con. of Uxbridge	4th August
17	W. E. Yarnold	396	5th April, 1875	Survey af lots Nos. 11, 12, 13 and 14 in 1st Con. of Uxbridge	23rd August
18	John Shier	405	27th August, 1875	Survey of lots Nos. 23, 24 and 25 in the 9th Con. of Whitby	7th September
19	W. E. Yarnold	389	15th February, 1875	Survey of lots Nos. 31, 32, 33, 34 and 35 in the 7th Con. of Whitchurch	11th September
20	C. G. Hanning	397	31st May, 1875	Survey of lots Nos. 1, 2 and 3 in the 5th Con. of Darlington	16th September
21	C. G. Hanning	400	8th July, 1875	Survey of lots Nos. 9, 10, 11, 12 and 13 in the 4th Con. of Darlington	16th September
22	C. G. Hanning	403	29th July, 1875	Survey of lots Nos. 33 and 34 in the 6th Con. of Uxbridge	5th October
23	W. E. Yarnold	348	5th April, 1873	Survey of lots Nos. 5 and 6 in the 2nd Con. of East Whitby	11th October
24	Alex. Davidson	387	10th December, 1874	Survey of lots Nos. 7 and 8 in the Front Con. of Moore	21st October
25	A. C. Webb	380	18th September 1874	Survey of lots Nos. 22, 23 and 24 in the 3rd Con. of Percy	6th April

THOS. DEVINE,
Deputy Surveyor-General.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX No. 30.

COMPLETE STATEMENT of Mineral Lands which have been patented in unsurveyed territory on the north shores of Lake Superior and Huron, in the District of Thunder Bay and Algoma, during the year 1874.

No.	No. of Description.	PATENTEE.	DESCRIPTION OF MINING TRACT.	Acres.	Acres.	Date of Patent.
			No. of acres patented during the 10 months ending the 31st October, 1874, as shown by the Commissioner's Report, issued in 1874, pages 33, 34 and 35	14294·33	14294·33	
			No of acres patented during the months of November and December, 1874:—			
1	875	James Stobie	Location Y8, north of Desert Lake, N. W. of the Township of Plummer, District of Algoma, Lake Huron	160		11th November, 1874.
2	876	W. D. Pollard	Location Y9, Y10, N. E. from Echo Lake, District of Algoma, Lake Huron	240		11th November, 1874.
3	878	W. T. Gibbins	Hare Island, S. W. of Thunder Cape, District of Thunder Bay, Lake Superior	3·40		12th November, 1874.
4	879	Smith and Palms	Location 12H, near Little Pic River, District of Algoma, Lake Superior	160		11th November, 1874.
5	880	C. Palms	Location 16H, 17H and 18H, near Little Pic River, District Algoma, Lake Superior	417·30		11th November, 1874.
6	889	A. and A. MacNabb	Location 7L and 8L, in the Township of Dorion, District Thunder Bay, Lake Superior	160		5th December, 1874.
7	899	Sarah Beck	Welcome Islands, lettered A, B, C, D, District of Thunder Bay, Lake Superior	179·22		14th December, 1874.
					1319·92	
					15614·25	

THOS. H. JOHNSON,
Assistant Commissioner.

THOS. DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX No. 31.

STATEMENT of Mineral Lands which have been patented in unsurveyed Territory on the North Shore of Lakes Superior and Huron, in the Districts of Thunder Bay and Algoma, during the ten months ending 31st October, 1875.

No.	No. of Description.	PATENTEE.	DESCRIPTION OF MINING TRACT.	Acres.	Acres.	Date of Patent.
						1875.
1	813	William Collins	Locations 4 H and 5 H, North Shore of Lake Kashabowie District of Thunder Bay	250.50		9th Feby.
2	918	C. H. W. Wearne	Islands Nos. 2 and 3, in Silver Lake, District of Thunder Bay	2.18		15th Feby.
3	928	J. Zuber	Location 8 H, and part of 7 H, West of Thunder Bay, District of Thunder Bay	127.00		11th Feby
4	931	W. A. & J. G. Scott	Island No. 1, in Silver Lake, District of Thunder Bay	.26		17th Feby.
5	929	J. G. Coul	Iron Island, Lake Huron, District of Algoma	1.62		11th Feby.
6	934	Bowerman & Campbell	Locations 83 B and 84 B, North of Nepigon Bay, District of Thunder Bay	240.00		12th March.
7	945	Bowerman & Campbell	Location 78 B, near Fluor Island, District of Thunder Bay	96.00	717.56	14th April.
8	947	Bowerman & Campbell	Moller Mining Location and Islands Nos. 1, 2, 3, 5, 6, 7, 8 and 9, South of Pic, in the District of Algoma	404.00		19th April.
9	949	T. Scott, et al	Location No. 3, North Shore of Lake Shebandowan, Nos. 1 and 2, and F 6, F 8, F 27, F 28, and F29, North of Lac des Millec, Lac Portage, District of Thunder Bay	652.20		22nd April.
10	952	S. J. Dawson	Water Lot in front of a Mining Location, S.W. Pic Island, in the District of Thunder Bay	42.00		22nd May.
11	953 955	R. Singleton	Locations Nos. 29 X and 30 X, Mink Island, District of Thunder Bay	37.40		22nd May.
12		C. Campbell	Location V. 11, N.E. from Echo Lake, District of Algoma	160.00	1295.60	25th May.
13	961	T. Marks	Locations F 8, F 9, F 10, South of Partridge Lake, and F 11, Star Island, in the District of Thunder Bay	554.00		10th June.
14	967	W. A. Kindred	Location 87 B, near Mountain Lake, Pigeon River, District of Thunder Bay	80.00		30th July.
15	968	H. & A. Preuslaner	Location W, in the Township of Jarvis, District of Algoma	80.00		8th July.
16	972	D. Cameron	Locations K 59, K 66, K 67, and K 73, S.W. of Lake Kashabowie, District of Thunder Bay	1167.40		15th July.
17	973	T. Dacet et al	Locations A, B, D, H, and J. W. Desbarat's Location, District of Algoma	1600.00		29th July.
18	976	John Senter	Locations 47 B and 48 B, near Jackfish Lake, District of Thunder Bay	437.00		4th Aug.
19	977	Julia A. Northrup	Birch Island in Jackfish Lake, District of Thunder Bay	1.75		2nd Aug.
20	979	C. Campbell	Locations J, B, in the Township of Jarvis, District of Algoma	108.00		11th Aug.
21	982	Smith & Palms	Location Island, 8 M, West of Little Pic River	4.00	4031.15	26th Aug.
					6,044.31	

APPENDIX No. 32.

COMPLETE STATEMENT of Work performed in the Survey Branch during the year 1874.

No,	No. of Description.	
		For work performed in the Survey Branch during the ten months ending 31st October, 1874, see the Commissioner's Report issued in 1874, page 38.
		WORK PERFORMED DURING THE MONTHS OF NOVEMBER AND DECEMBER, 1874.
1	3	Reports to Council relative to Municipal Surveys drawn up and entered.
2	5	Instructions for Municipal Surveys prepared and entered.
3	3	Municipal Surveys examined and confirmed.
4	7	Plans of mining locations examined.
5	5	Plans of Private Surveys examined.
		Plans compiled and copied, besides Plans of Township reduced and added to the engraved maps.
6	2	Letters relative to Surveys prepared, written and entered.
7	9	Mining Letters prepared, written and entered.
8	445	Pages of Field Notes copied.
9	18	Railway Plans and Books of Reference examined and certified to.

THOS. H. JOHNSON,
Assistant Commissioner.

THOS. DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX No. 33.

STATEMENT of Work performed in the Survey Branch, during the 10 months ending 31st October, 1875.

No.	No. of Description.	——
1	16	Instructions and letters of instruction for Crown surveys prepared.
2	7	Crown surveys examined, completed and closed.
3	10	Surveyor's accounts for surveys audited and closed.
4	26	Reports to Council relative to municipal surveys drawn up and entered.
5	25	Instructions for municipal surveys prepared and entered.
6	25	Municipal surveys examined and confirmed.
7	21	Plans of mining locations examined.
8	90	Plans of private surveys examined.
9	36	Plans to accompany instructions prepared.
10	.....	Plans compiled and copied, besides plans of townships reduced and added to the engraved maps.
11	126	Letters relative to surveys prepared, written and entered.
12	24	Mining letters prepared, written and entered.
13	2321	Pages of field notes copied.
14	104	Railway plans and books of reference examined and certified.

NOTE.—The foregoing statement does not account for the time spent in furnishing information to parties applying personally at the Surveyor's Branch, who are unable to gain the information they require without the assistance of the head of this Branch, and then much careful research into the old correspondence, plans, field notes and other documents is necessary in order to insure reliability in the information given, which is frequently used as legal evidence in courts of law in disputed cases.

THOS. H. JOHNSON,
Assistant Commissioner.

THOS. DEVINE,
Deputy Surveyor-General.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX NO. 34.

Statement of the names of candidates who have passed their examinations before the Board of Examiners of Land Surveyors for Ontario, during the year 1875.

PRELIMINARY CANDIDATES PASSED.

Harry S. Scatcherd.
William R. Burke.
Ernest G. Barrow.
Thomas Turnbull.
John Davis.
Richard B. Rogers.
Alexander W. Kipperr.
Henry J. Gattermole,
James A. Paterson.
Josiah G. Sing.
Charles E. Fitton.
Sidney J. Sandford.
John Loring.
Clemans D. Bowman.
Arthur Burnet.
William O. Johnston.
Thomas A. Lang.
W. J. Sproule.
C. A. Bigger.
Thomas Bolton.
John D. McNab.

FINAL CANDIDATES PASSED.

William T. Thompson.
Josiah J. Burrows.
Frank Purvis.
George M. Kingston.
John Galbraith.
Frank L. Blake.
Robert T. Pope.
John Fair.
Charles Balstone.
Joseph Cozens.
Henry R. McEvoy.
James A. Bell.

The Board of Examiners of Land Surveyors for Ontario meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July, and October in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter not being a holiday), 22 Vic. cap. 77, Consolidated Statutes of Canada.

PRELIMINARY EXAMINATION.

All persons, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects, viz.: Vulgar and Decimal Fractions, the Extraction of Square and Cube Root, Practical Geometry, Euclid, Plane Trigonometry, Mensuration of Superficies, and the use of Logarithms; good writing and spelling required.

FINAL EXAMINATION.

Final candidates before obtaining a license to practise, undergo a strict and searching examination by the Board of Examiners, as to their proficiency in Euclid, Plane and Spherical Trigonometry, Calculations of Areas by means of the traverse tables, &c., laying out and dividing up of land, the adjustment and use of the transit or theolite, Astronomy, including the calculations necessary to determine the latitude by meridian altitudes of the sun, moon or stars, or by double altitudes, finding the time when any star passes the meridian, with the time of its elongation, azimuth angle, and variation of the compass, the method of keeping field notes, drawing up descriptions by metes and bounds for insertion in deeds, taking affidavits in the matter of disputed boundaries, the law regulating Surveys, Geology, and also as to their proficiency as Draughtsmen.

THOS. H. JOHNSON,
Assistant Commissioner.

THOS. DEVINE,
Deputy Surveyor-General,

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st October, 1875.

APPENDIX No. 35.

DEPARTMENT OF CROWN LANDS.

STATEMENT shewing the Number of Letters, &c., Received and Registered for the Year 1874.

	BRANCHES.					Transferred to other Departments.	Total.	Names Indexed.	Enclosures.	Orders in Council.	Returned; not called for at address.
	Sales and Free Grants.	Accountant's.	Surveyor's.	Woods and Forests.	Colonization Roads.						
10 months ending 31st October, as per previous Report	11,232	3,025	699	2,217	988	41	18,202	24,000	32,000	34	186
2 months ending 31st December	2,199	511	132	432	115	14	3,403	4,000	5,300	4	42
Total, 1874	13,431	3,536	831	2,649	1,103	55	21,605	28,000	37,300	38	228

JOHN MORPHY,
Registrar.

THOS. H. JOHNSON,
Assistant Commissioner.

December 6th, 1875.

APPENDIX No. 36.

DEPARTMENT OF CROWN LANDS.

STATEMENT showing the Number of Letters, &c., Received and Registered for the ten months ending 31st October, 1875.

BRANCHES.										
Sales and Free Grants.	Accountant's.	Surveyor's.	Woods and Forests.	Colonization Roads.	Transferred to other Departments.	Total.	Names Indexed.	Enclosures.	Orders in Council.	Returned—not called for at address.
9,434	1,900	720	1,708	1,195	43	15,000	20,000	27,000	31	128

THOS. H. JOHNSON,
Assistant Commissioner.

JOHN MORPHY,
Registrar.

December 6th, 1875.

REPORT

ON

COLONIZATION ROADS WORKS

IN

ONTARIO,

FOR THE MONTHS OF NOVEMBER AND DECEMBER, 1874, AND ALSO FOR THE TEN MONTHS ENDING 31st OCTOBER, 1875.

APPENDIX 37.

SUPPLEMENTARY REPORT ON COLONIZATION ROADS AND BRIDGES, FOR THE YEAR 1874.

Hon. T. B. PARDEE,
Commissioner of Crown Lands.

SIR,—I have the honour to report to you the remainder of the operations and expenditure upon Colonization Roads and Bridges during the months of November and December, in the year 1874, not contained in your last Report, in order to complete the same for the above year.

NORTH DIVISION.

PIGEON RIVER ROAD.

On this road no further operations in the field were carried on during the year.
A further sum on account was paid to the contractor of $500.

WEST DIVISION.

ROUSSEAU AND NIPISSING ROAD (SEC. 1).

No work was done since the date of last Report. Balance of account paid, $300.

ROUSSEAU AND NIPISSING ROAD (SEC 3).

No further work done since last Report Balance of account paid, $200.

CARDWELL ROAD.

No final Report of the work done on this road had been received at date of your last Report.

A Report of the work has been since received.

Six miles of line were constructed as a winter road.

The above distance, thus opened, reaches from Rousseau Village to the intersection of the Rousseau River.

Balance of account paid, $200.

EAST DIVISION.

Buckhorn Road.

The northerly end of this road was let by contract, as stated in your Report of last season, but the Inspector's final Report on the works had not been received at that date.

Seven and a half miles and two chains of the road were completed for $500 per mile.

In addition to the amount paid previous to the 31st October, 1874, a further sum of $2,662 50 was paid in November to the contractor ; $200 having been retained on account of deficiencies.

Cameron Road.

On the contract work of this road an additional amount has been paid of $200.

Kingston and Perth Road.

The Report of the repairs done on this road was not received until the 16th of December, 1874. The road has been repaired from Lot 19 in the 5th Concession of Loboro' as far as Lot 18 in the 8th Concession of the same Township, a distance of three and a half miles.

There has been paid on account, since the date of the last Report in 1874, the sum of $200.

Pembroke and Mattawa Road.

The Report of the completion of the West Section of this road came in on the 25th of November, 1874.

The overseer completed six miles of road, extending from the three miles constructed last year eastward from Mattawa.

The road has been well made under Specification No. 1.

A further sum has been paid on account, since the date of your last Report, of $400.

Inspection.

Paid on account to C. F. Aylesworth, Inspector, November 19th, 1874, $200.

Paid S. G. Best for same (casual service), $16.

Total amount paid in months of November and December, 1874, $4,844 23.

APPENDIX 38.

Hon. T. B. Pardee,
Commissioner of Crown Lands.

Sir,—I have the honour to report to you the operations and expenditure of the Colonization Roads Branch of your Department during ten months of the present year, viz., from the 1st of January down to the 31st of October, 1875.

I.

NORTH DIVISION

Pigeon River Road.

No further work was performed on this Road during the above period.
A balance of account in full was paid the contractor, amounting to $3,078 25.

II.

WEST DIVISION.

Rousseau Road, Section No. 1.

The first section of this Road embraces what we call the "permanent works."
That part of line operated upon this year was of an exceedingly rocky and broken character, and was, consequently, very difficult and expensive to bring into any regular form of road.
The almost entire absence, in places, of any kind of soil, the prevalence of marshes, and the unusual hard character of the rock, where blasting was indispensable, rendered the work extremely laborious and tedious.
About four miles of line is reported to have been worked over, although in parts not finished.
There has been paid on account $4,678 45.

Rousseau Road, Section No. 2.

The work done on this Section was commenced at the Maganetewan River, and has extended as far as the projected intersection of the Georgian Bay Branch of the Pacific Railway, a distance of about eighteen miles.
The final Report of this work is not yet received.
In connection with the above work, certain repairs have also been effected to the southward of the Maganetewan River, where the road had become, in places, impassable for loaded teams.
There has been paid on account $3,028 98.

Rousseau Road, Section No. 3.

This Section lies from the projected intersection of the Georgian Bay Branch of the Pacific Railway, to Lake Nipissing, a distance of about eighteen miles.
In the month of July the Inspector visited this part of the road, and found at that date about five miles of the line improved in a limited degree.
As no final Report has yet been received of the nature and extent of the repairs, I am unable to give any further information relative to them.
There has been paid on account $869 05.

Northern Road.

The permanent works begun last year were continued this season in the same style of improvements.
About three and a half miles of road have been completed, and there has been paid on account $2,895 25.

Northern Road Repairs.

From McKellar Falls southward to permanent works, about four and a half miles.
No final Report of the works has been yet received. At the date of the Inspector's Report, in July last, about three and a half miles had been worked over.
The expenditure on account is $1,046 76.

Parry Sound Road.

Permanent works have been continued upon this road five and a quarter miles further from the termination of last year's operations.

The works are of the same character and style as those of last year.

These works now extend from Parry Sound Village, eastward, a distance of ten and a quarter miles; expenditure, $4,598 38.

Parry Sound Repairs, Section 2.

This portion of the road, lying between Rousseau and the terminus of this year's permanent works, a distance of thirteen miles, was worked over to render it passable for freight teams and mail carriage between Rousseau and Parry Sound.

All places within the said distance where bad mud-holes, low and wet ground, or broken bridges existed, were repaired accordingly.

The total expenditure thereon is $1,012.

Parry Sound Road, Section 3.

From Rousseau to Muskoka Junction, distance twenty-three miles.

This Section has been generally repaired throughout. Some very important deviations to avoid rocky and bad hills, have been made.

The two principal ones are the Six-mile Creek and the Skeleton Hill deviations.

These deviations have necessitated the construction of some four or five miles of new road, materially, of course, increasing the expenditure.

The improvements, however, thus made, are so great, and decided, that I consider the outlay for the public benefit has been amply warranted. An important bridge over Skeleton River, on the latter deviation, is still in course of construction.

A final Report of the works has not yet been received.

The expenditure on account is $3,323 82.

Cardwell Road.

This road, begun last year, has been extended and improved this season over a distance of nine and a half miles.

About three miles were completed last year, and eight miles in addition were chopped and cleared of timber.

This latter portion has been completed as a good winter road, and the road has been further extended to the 12th Concession of the Township of Cardwell.

A good substantial bridge has also been built across the Rousseau River, which intersects this road.

There has been paid on account $1,977 19.

Distress River Road.

This is a short settlement road, uniting from the eastward with the Rousseau Road, about two miles north of the Maganetewan River.

Three miles of road have been built as a good class winter road, on which distance there are three small pier bridges, some large culverts and crossways, and some heavy ditching. The expenditure thereon is $771 15.

Junction Road, No. 1.

This road has been repaired upon its westerly end from the northern road, eastward, a distance of eight miles.

Several small bridges were embraced in the above repairs.

Expenditure on account, $897 30.

McDougall Road.

This is a new road leading from the Seguin River Bridge, at Parry Sound Village, diagonally through the Township of McDougall.

The road has been opened and completed a distance of two and a quarter miles.

The overseer complains that the country was extremely rocky and the road difficult to make—accounting for the shortness of the distance constructed.

Expenditure on account, $1,107 35.

Christie Road.

This road, begun last year, is now completed to the intersection of the Rousseau and Nipissing, where it forms a junction with the Monteith and Perry Road, which latter extends eastward to the Muskoka Road.

The length of road constructed this season is eight and a quarter miles.

The work has been done under contract.

It has been satisfactorily completed under an improved Specification, No. 2.

Total cost of the works, $1,938 75.

Doe Lake Road.

This is a Settlement road, leading from the Monteith and Perry Road, past Begg's Mills, in McMurrich, and thence north-eastward through a part of Ryerson to the Maganetewan River. a total distance of six miles and twenty-two chains.

The whole road has been completed as a superior winter road, affording access, and transport convenience, to three settlements.

The expenditure on account is $1,696 65.

Monteith and Perry Road.

A short distance of two miles and eleven chains remained of this road since last season to effect a connection with the Muskoka Road, in the Township of Perry.

The work has been satisfactorily completed under contract for the sum of $513.

Lake Joseph, North.

This road is a prolongation of the road made in 1870, westward, to its union with Lake Joseph Road, South. Its length is three miles and eleven chains. It has been built as a winter road, under Specification No. 2.

Total cost of the work, $604 40.

Stisted Road.

A change has been made in the location of this road this season, in that part contiguous to the Muskoka Road, in order to make the connections therewith more direct and convenient to settlers.

To effect this one mile of new road has been made.

The remainder of the road northward, to the point where this season's contract work commenced, has been also carefully repaired a distance of between two and three miles further.

Paid on account, $398 50.

Stisted Road.

Contract Work.

This road, from the end of the work last described, was prolonged northward under contract, a distance of seven miles.

The work has been satisfactorily completed at a total cost of $1,386.

Three Mile Lake Road.

This is a new road to afford access for the settlement adjacent to Dee Bank, in Watt, to the Parry Sound Road.

Five miles of the located line, commencing at Dee Bank P.O., were let by contract and satisfactorily completed at a total cost of $890.

Lake Joseph Road, South.

The repairs commenced last year on this road have been this season completed to the intersection of the Muskoka Road, a distance of ten miles.

These improvements are reported by the Inspector to have been well made, and the road throughout to the Village of Port Carling is now in a fair condition for travel.

There has been expended on account $1,455 31.

Muskoka Road.

(From 16th mile to Huntsville.)

This road has been repaired from the sixteenth mile to the Village of Huntsville, a distance of between ten and eleven miles.

There has been paid on account $936 83.

Muskoka Road.

(North of Huntsville.)

Late in the season, urgent representations were made by the settlers in Chaffey of the impassable condition of this road. Also, that the bridge over the East River was in a highly dangerous condition. Upon examination it was decided to repair the bridge, and make what temporary improvements could be effected on the road line before the season would completely close. No final Report of the work has been received yet. There has been paid on account $801 13.

East River Road.

The first section of this road has been built this year, reaching from the Village of Huntsville to the intersection of the East River, about two and a half miles.

This road has been formed as a superior second class road. The work includes a considerable excavation of the river bank, in order properly to approach the bridge spanning what is called East River.

There has been paid on account $695 72.

Muskoka and Bobcaygeon Road.

This road has been completed as a winter road to the intersection of Bobcaygeon Road, close to the bridge built in 1863, across the North Branch of the Muskoka River, about three miles.

Some eight miles also of the road between the above terminus and Huntsville were repaired. Amount paid on account $851 06.

Brunel Road.

This road has been prolonged to its intersection with the Muskoka and Bobcaygeon Road, where it terminates.

The distance constructed this season is about two and a half miles.

Paid on account $747 42.

Baysville Road.

This is a very important road, and will afford, when completed, easy communication from Baysville through the township of Brunel to Huntsville.

An excellent line has been located for the road, and five and one-fourth miles have been constructed this season of a very superior second-class road, reaching from Baysville northward.

Throughout this distance the line is comparatively level. There has been paid on account $971 04.

Macaulay Road.

The work on this road has been confined to the easterly half of the road, a distance of about eight miles.

Owing to the wretched location of this line in the first instance, the road in its original construction passed over some of the very worst portions of the country.

A careful exploration was made in the early part of the summer for the purpose of deviating from those impracticable sections which could not be rendered passable for loaded teams with any reasonable amount of expenditure.

As many as twelve deviations from the original location have been made, the effect of which is to avoid some twenty of the worst hills upon the road.

When all the improvements are completed which have been begun this season, this road, from having been one of the worst in this district, will have become probably the best.

One or two places which it was impossible to avoid—such as the Devil's Gap and the Outlet Lake—have been rendered substantial and of easy passage by well-constructed bridges, guarded with braced hand-rails.

Eight miles of road have thus been passed over; and as the deviations have been so numerous as to include a good part of the distance, and the improvements upon the parts of the line retained are thorough and substantial, I consider the whole work done upon this road this season to be equal to six miles of first-class road.

There has been expended on account $2,428 43.

Macaulay Road, South.

The repairs upon this road commenced on Lot No. 9, and ended on Lot No. 21, the total distance being three miles and a half.

The work on this road has been carefully and well done, including the renewal of a high pier bridge to overcome a bad rocky and abrupt hill, which could not otherwise be avoided.

The expenditure has been $838 30.

Muskoka Road, South.

This road has been repaired from Gravenhurst to within about one mile of the South Falls.

From this point a deviation has been made to avoid the very long and difficult hills lying on the old route between the South and North Falls.

The hills alluded to have been the great dread of all travellers passing between the above points; and as in the winter season—when the navigation on the lakes is closed—there has been no other access to the Village of Bracebridge from the south but by this road, its passage was a necessity.

A line has been located this season, turning to the left from the point above named, where the repairs ended, passing on and near the easterly boundary of Muskoka Township, and from thence, at the intersection of the said boundary with the Muskoka River, along the southerly margin of the river to the village.

The road has not been thoroughly completed at its northerly terminus, but sufficiently so to be available for winter use. This improvement is acknowledged to be of incalculable benefit to the interests of Bracebridge.

There has been expended on account of the above repairs and new road $2,228 95.

Ryde Road.

This settlement road leads from a point on the Muskoka Road, about midway between Severn Bridge and Gravenhurst, eastward into the Township of Ryde.

There have been about five miles of road opened as a winter road.

Expenditure on account, $1,072 44.

Dalton and Washago Road.

This road leads from the bridge on Orillia Island, which spans the west branch of the Severn, across the said Island eastward.

It passes the main stream by a bridge erected by the settlers, thence along the town line of Morrison and Rama, and eastward to the Township of Dalton.

About two miles and a quarter have been opened and improved.

There has been paid on account $347 93.

Carden Road

This road runs from the southerly boundary of Carden northward along the line between the seventh and eighth Concessions, to the north boundary of the same township, and thence to the intersection of the Monck Road. There have been about ten miles of the road were repaired.

Paid from departmental appropriation, on account, $330; and from municipal contribution, $300.

Cameron Road.

Some necessary improvements have been made on this road this season, reaching from a point a little north of the Village of Norland to the Village of Coboconk, a distance of about six miles.

Expenditure on account, $569 02.

Monck Road.

This road has been completed from the intersection of the Fenelon Falls Road with the Monck Road to the Village of Kinmount.

The road has been ditched throughout that distance (two miles), and further repairs have been made in brushing and off-take drains.

The Crego's Creek Bridge, on this road, has also been built. It is a substantial and well-finished structure.

There has been paid on account of both road and bridge the sum of $1,480 10.

III.

EAST DIVISION.

Bobcaygeon Road.

The work done upon this road this season has been:—

1st. Repairs between the Village of Kinmount and the Village o Minden.

2nd. Reconstruction of a bridge lying between Minden and the Peterson Road intersection.

These improvements have been carefully and well done.

The length of road repaired, exclusive of the bridge, is eleven miles.

The amount paid on account is $1,485 80.

Buckhorn Road.

Two distinct contracts were let on this road in order to effect the satisfactory completion of the same to the intersection of the Monck Road.

1st. The completion of seven and a half miles of the line as a summer road, which had only been constructed as a cheap winter road.

2nd. The construction of that part of the line in the Township of Cavendish which had not been opened in any manner, a distance of one mile and three-quarters.

Both contracts have been satisfactorily completed.

There has been expended on account of the first work $1,721, and on account of the second work $864.

Monck Road.

(East of Kinmount.)

The Monck Road, between the Village of Kinmount all through to the Hastings Road intersection, has received some necessary general repairs, consisting of renewal of burnt crossways and small bridges, and removal of stumps and stones.

The whole distance gone over between the above described points is fifty-six miles.

Of course there is a large amount of this distance upon which no repairs were specially needed, and the actual work has only been where positive breaches or obstructions existed.

The amount expended on account is $1,209 70.

Burleigh Road.

General repairs have been made on the Burleigh Road, commencing at the Burleigh Bridge, and extending northwards towards the Monck Road intersection.

No final Report of the extent of the work has yet been received.

There has been expended on account $600.

Hastings Road.

The repairs on this road commenced at the Jordan Creek, and extended in the first place from thence through the Township of Tudor to McKilligan's, fifteen miles; the second line of repairs commenced at Robinson's farm, and extended northward about ten miles further, reaching to L'Amable Lake deviation, and comprising altogether, a distance of twenty five miles.

The repairs consist of the reconstruction of several bridges, renewal of crossways, and the usual works necessary to improve the surface.

The road is now reported to be in a very passable condition for travel as far as the Peterson Road.

The expenditure on account is $1,627 06.

Peterson Road.

(West of Hastings.)

The bridge crossing McGarry's Creek has been renewed, and five and one-half miles of the road repaired from Doyle's Corners westward.

The road line through disuse had become almost obliterated, being choked with second growth underwood.

The road has been well formed and completed as a second-class road.

Expenditure on account, $856 28.

Peterson Road.

(Between Minden and Stanhope.)

Nine miles of this road, from the Bobcaygeon intersection eastward, have been repaired. The work has been satisfactorily done at moderate cost.

There has been paid on account $499 67.

Carlow Road.

This road, built in the year 1869 as a winter road, has been this season repaired throughout its first section, reaching from the Mississippi Road to York River, a distance of twelve miles.

The repairs have been carefully done, and a considerable amount of earth-work covering and ditching performed.

The expenditure on account is $687 64.

L'Amable Road.

This short road connects the Mississippi Road with the Hastings Road from the valley of the L'Amable Creek, in a north-easterly direction across the York River.

The whole distance is two and three-quarters miles. Two miles of this distance was opened and partly completed last year, reaching to the York River.

This year that portion has been graded and completed, and the remaining portion opened and also finished.

The bridge across the York River has likewise been constructed and the connection effected—so desirable for the convenience of the settlers passing to and from that vicinity.

The expenditure on account is $500.

Addington Road.

Operations were commenced on this road this year at Clare River Bridge, and proceeded northward eleven and a half miles.

The whole distance has been tolerably repaired.

Amount paid on account, $947 16.

Frontenac Road.

Twenty miles of this road, between Deniston P. O. and the Mississippi Road, have been examined and repaired wherever points impassable for loaded teams existed.

There has been spent on account $887 88.

Mississippi Road (New).

The appropriation made for this road in the Estimates for 1875 was $1,500, which sum it was supposed would be sufficient. Owing, however, to the facts of an unusually rough and rocky tract of land necessary to be passed over, and the line proving somewhat longer than had been anticipated, the above amount will not be adequate to fully complete the work.

The overseer was instructed, however, to carry the road work through, to meet the end of the completed road from Hastings Road, so that a winter connection might at least be formed. These instructions have been carried out. The length of road made this year is five miles and forty-five rods, and there has been paid on account $1,401 37.

Mississippi Road (Repairs.)

This road has been repaired this season from the twenty-second mile for a distance westward of sixteen and a half miles, within about two miles of the intersection of the Addington Road.

The road is reported to have been well improved, and to be, over the above distance, in a good travellable condition.

Expenditure on account, $975 57.

Bridgwater Road.

Two hundred and fifty dollars were appropriated for the repair of some bad hills upon this road, on condition that the Municipality of Elziver should contribute an equal amount for the same object.

The whole amount ($500) has been expended, and the work satisfactorily accomplished
Expenditure by the Department, $250.

Oso and Olden Road.

Five hundred dollars were appropriated for additional repairs on this road. No final Report has yet been received from the overseer.
There has been paid on account $300.

Kingston and Perth Road.

An appropriation was made to continue nine miles of necessary repairs upon this road, so as to render the same passable for loaded teams.
Total expenditure, $501 29.

Hyde Chute and Sampson's Road.

The repairs on this road have been completed this season, over eighteen miles.
A good portion of this distance received but little attention, not requiring much improvement.
The labour was concentrated mainly upon those parts rendered impassable through burnt crossways and bad mud-holes.
There has been paid on account $1,394 04.

Opeongo Road.

The first work on this road this season commenced where that of last year closed, viz., at Clontarf P.O.
No final Report of the work done on this section has been yet received.
There has been paid on account $3,163 53.
In the latter end of the season urgent representations were made to the Department of the necessity for repairs being done on an upper portion of this road, called the "Prussian Hills." As very little of the working period of the year remained when the Department decided to comply with the above request, two labourers' gangs were organized in order to complete the work alluded to. One of the overseers has reported his section finished, a distance of six miles. From the other no Report has yet been received.
Paid on account of both gangs, $600.

Eganville and Foy Road.

This road leads from Eganville Village to Foy's settlement on the Opeongo Road, west of Clear Lake. There has been five miles of the same repaired.
Paid on account thereof, $973 88.

Eganville and Opeongo Road.

This road leads from the above village in an almost south course to Opeongo Road.
There has been four miles of this road repaired this season.
Expenditure on account, $870 63.

Pembroke and Mattawa Road.

The works of construction on this road have been this year completed, and the whole distance between the Petewawa River and the Mattawa River are now opened for summer travel, a distance of about ninety miles. The portion made this year commenced at a point eastward from the Village of Mattawa, nine miles; thence eastward six miles and forty rods to a junction with the finished-work of last year.
The distance made this season has been carefully and well constructed.
Expenditure on account, $2,938 47.

Stephenson Bridge.

This structure spans the North Branch of the Muskoka River on the Town line between Stephenson and Macaulay.

The entire length of this bridge is 215 feet. The main span is 100 feet. The form is a combination of built stringers or chords strengthened by a queen post truss.

The main piers are shielded with boiler plate-iron, and loaded with about forty five cords of stone.

There has been paid on account $2,043 18.

East River Bridge.

(In course of Construction.)

This bridge is across the above-named river on Lot No. 9, in the 4th Con. of Chaffey.

The bridge, when completed, will be similar in character and construction with Stephenson Bridge, above described.

There has been expended on account $419 78.

BALANCES OF 1873-4 PAID OUT OF THE APPROPRIATION OF 1875, AND NOTED IN THE RECAPITULATION.

Pembroke and Mattawa	Road	$598 41
Northern	"	300 00
Victoria	"	66 44
Rousseau and Nipissing	"	160 68
Cameron	"	92 50
"	"	39 52
Carlow	Bridge	2,000 00
Parry Sound	Road	100 00
Mississippi	"	95 42
Inspection	"	20 00
Kingston and Perth	"	101 23
Northern	"	80 00
"	"	600 00
Glamorgan	Bridge	10 00
Parry Sound	Road	377 01
Northern	"	268 95
Inspection	"	295 00
Lake Joseph	"	20 00
Burleigh Extension	"	500 00
Hastings	"	7 17
Inspection	"	113 00
Buckhorn	"	200 00
Pembroke and Mattawa	"	5 00
Musquosh Road and Bridge		100 00
		$6,150 33

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES FROM 1st JANUARY TO 1st OF NOVEMBER, 1875.

I.

NORTH DIVISION.

Pigeon River Road		$3,078 25

II.

WEST DIVISION.

		$ cts.
Rosseau Road, Section 1		4,678 45
" " " 2		3,028 98
" " " 3		869 05
Northern "		2,895 25
" " (Repairs)		1,046 76
Parry Sound Road (Permanent)		4,598 38
" " (Repairs No. 1)		1,012 00
" " (" " 2)		3,323 82
Cardwell "		1,977 19
Distress River "		771 15
Junction " No. 1		897 30
Macdougall "		1,107 35
Christie "		1,938 75
Doe Lake "		1,696 65
Monteith and Perry Road		513 00
Lake Joseph Road (North)		604 40
Stisted " (Repairs)		398 50
" " (Contract)		1,386 00
Three Mile Lake Road "		890 00
Lake Joseph Road (South)		1,455 31
Muskoka " (South of Huntsville)		936 83
" " (North " ")		801 13
East River "		695 72
" " Bridge		419 78
Stephenson's "		2,043 18
Muskoka and Bobcaygeon Road		851 06
Brunel "		747 42
Baysville "		971 04
Macaulay "		2,428 43
" " (South)		838 30
Muskoka " (South)		2,228 95
Ryde "		1,072 40
Dalton and Washago "		347 93
Carden "		330 00
Cameron "		569 02
Monck "		1,480 10
		$51,149 09

III.

EAST DIVISION.

	$ cts.
Bobcaygeon Road	1,485 80
Buckhorn "	2,585 00
Monck " (East of Kinmount)	1,209 70
Burleigh "	600 00
Hastings "	1,627 06
Peterson " (No. 1)	856 28
" " (" 2)	499 67
Carlow "	687 64
L'Amable "	500 00
Addington "	947 16
Frontenac "	887 88
Mississippi " (New)	1,401 37
" " (Repairs)	975 57
Bridgwater . "	250 00
Oso and Olden "	300 00
Kingston and Perth Road	501 29
Hyde, Chute and Sampson's Road	1,394 04
Opeongo Road	3,163 53
" " (Repairs)	600 00
Eganville and Foy's Road	973 88
" " Opeongo "	870 63
Pembroke and Mattawa "	2,938 47
	$25,254 97

IV.

	$ cts.
Inspection	1,569 16
Locations	255 00
Balances of 1873 and 1874	6,150 33

RECAPITULATION.

	$ cts.
North Division	3,078 25
West Division	51,149 09
East Division	25,254 97
Inspection	1,569 16
Location	255 00
Balances of 1873 and 1874	6,150 33
Balance on hand	10,844 20
Total amount of Appropriations	$98,300 00

SUMMARY OF ALL THE WORKS UP TO NOVEMBER 1ST, 1875.

Miles of New Roads made.....	99
" " Roads repaired.....	343
" " " permanently repaired..	13
No. of New Bridges made.....	23
" " Bridges repaired.....	6

The final Reports of some of the works not having been received at the above date, there will be a small addition of works and expenditure to complete the season's operations added to next year's Departmental Report, similar to the supplementary one preceding this.

Respectfully submitted
By your obedient servant,

J. W. BRIDGLAND,
Supt. of Col. Roads.

Department of Crown Lands.
Toronto, 1st November, 1875.

APPENDIX NO. 39.

Mining Inspector's Report—Madoc Division.

Crown Land Office,
Belleville, 31st October, 1875.

Sir,—I have the honour to submit for your consideration the following Report :—

The operations in mining for gold in this agency during the past year consist chiefly in prospecting and preparing the necessary machinery to work with success the few mines that have already been opened. The Toronto Gold Mining Company, having completed their preleminary and tentative operations on lot number six, in the ninth concession of Marmora, are making preparations for regular and systematic mining and reducing work, and it is hoped they will secure a steady and remunerative return for the large amount of money they have expended.

Mr. Gatling has not yet succeeded in getting his machinery into motion, but in the meantime has persevered in the development of the several veins which intersect his property, and has not only confirmed the extent and richness of those previously discovered, but has found additional ones that promise to be of similar value with the former.

Mr. Walker, whose mining area is on the road allowance between lot number eight, in the eighth, and eight in the ninth concessions of Marmora, is endeavouring to make arrangements for shipping the ore of his mine to Swansea.

That persevering and experienced miner, Mr. W. H. Palmer, is still pursuing his researches on the Richardson Hill. He is not very communicative, but seems to find sufficient encouragement to induce and enable him to persist in his operations.

In lead, several discoveries have been made, but the finders, as usual, do not talk much or loudly about them. Messrs. Maas & Co. are developing a vein of great promise in the Township of Limerick, and two samples from another locality in Hastings County, assayed by Professor Bell, of Albert University, yielded, the one at the rate of 1,120 pounds of lead and six ounces of silver, and the other of 1,600 pounds of lead and thirty-five ounces of silver per ton (2,000 pounds of ore).

A deposit of the rare metal, molybdenum, has also been found in one of the northern townships of Hastings. It is disseminated in nodules and scales in a highly ferruginous matrix, and from the specimens brought in, and the description of the extent of the deposit given by the finder, appears to exist in considerable abundance.

The greatest interest as well as the greatest success has attended the development of the iron deposits, which far surpass, both in number and in extent, all the others put together. The parties who are most actively engaged in this work are Messrs. Pardee & Lloyd, and Messrs. J. B. Maas & Co. The former firm own, besides the well-known Seymour Mine, (which I may mention yields the highest percentage of metallic iron of any known iron ore in the world), four other valuable mines in the Township of Madoc, two in Marmora, and several more in the adjacent Townships of Lake and Methuen, including the McInroy Mine—the largest deposit hitherto discovered in the Province, extending over eight acres in an apparently unbroken mass.

These gentlemen are also at present engaged in constructing a railway, under the name of "The Belleville and North Hastings Railway," from a convenient point on the Grand Junction Railway to the Moore Mine in Madoc, and have it in contemplation to extend it to their more remote mines at as early a date as possible. As this will not merely be a mineral tramway, but a railway for passenger and general traffic, it will be a great accommodation to the inhabitants of North Hastings, and will also greatly facilitate the settlement of the northern townships of this and the adjoining counties. Work is now progressing at several points of the line, portions of which are already cut out and graded, although the lateness of the season and the unfavourable state of the weather have interrupted and delayed the work.

The Corporation of the Town of Belleville and the Municipality of Madoc have granted

aid to this line, and it is likely that now, when the work is actually progressing upon it, the other municipalities along its course will contribute their quota to its construction fund, and as it will fulfil the required conditions, it may receive the favourable consideration of the Ontario Government.

Messrs. Pardee & Lloyd also contemplate the erection of smelting works upon a large scale within the limits of the Town of Belleville, being convinced that they can not only manufacture iron of first-rate quality for home consumption much cheaper than it can be imported, but that they will be able to export their surplus product advantageously.

The complete success attending the experiment of smelting iron ore with crude petroleum, lately performed at the Marmora Iron Works, promises to diminish the cost of reducing our ores, and at the same time to improve the quality of the resulting metal in a very appreciable degree.

Messrs. Maas & Co. also intend to build a railway from a point on the Grand Junction, near the Village of Stirling, to the Dufferin Mine, on lot number eighteen, in the first concession of Madoc. A survey has already been made, and plans are now being prepared by Messrs. Evans & Bolger, P.L.S. and C.E., Belleville.

The sale of mineral lands within my district has been largely increased in consequence of these iron discoveries. Messrs. Maas & Co. have purchased 13,074 acres, and Messrs. Pardee & Lloyd have already bought 17,000 acres, and are now in treaty for 4,000 acres more.

The number of workmen employed at the Blairton Mine, in Belmont, is at present materially reduced, in consequence of the depressed state of the iron trade.

I should again venture to suggest the great convenience it would be to persons wishing to purchase mineral lands in the Townships of Belmont, Methuen, and Chandos, on the west, and Kaladar, Anglesea and Effingham on the east of Hastings County, if these townships were annexed to this district, when intending purchasers would be able to complete their purchases in Belleville, instead of having to go to Toronto for that purpose, after having made their selection—an expense of time and money of which many of them loudly complain. I believe that much more land would be bought for mining purposes if this slight additional facility were afforded to prospectors.

I have the honour to be, Sir,
Your most obedient servant,
(Signed) Alfred Campbell.

REPORT

OF THE

Commissioner of Public Works

FOR THE

PROVINCE OF ONTARIO,

FOR THE YEAR

1875.

Printed by Order of the Legislative Assembly.

Toronto:
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1875.

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REPORT

OF THE

COMMISSIONER OF PUBLIC WORKS

FOR THE PROVINCE OF ONTARIO,

FOR THE YEAR 1875.

To His Honour, the Honourable DONALD ALEXANDER MACDONALD,
Lieutenant-Governor of the Province of Ontario, &c., &c.

In compliance with the "Act respecting the Public Works of Ontario," I beg to submit the following Report of the Works under the control of the Department.

The details of the operations connected with the construction, improvements, and repairs of Public Buildings, the maintenance of and improvements to Public Works, the Free Grant Settlements, the drainage of lands, the extension of railways, &c., are fully explained in the accompanying reports from the respective officers of the Department.

PUBLIC BUILDINGS.

In addition to the ordinary repairs for which provision was made, sundry improvements were found to be necessary for the Government House and Parliament Buildings, as detailed in the report of the Architect, &c.

The removal of the Library from the frame structure in the rear of the centre building, to the large room formerly occupied as a Legislative Council Chamber, and the consequent re-arrangement of the Post Office, News Room, Wardrobe, and Telegraph Offices, as explained in the report, will, it is trusted, be found more convenient by Members, besides affording greater security for the valuable books belonging to the Province.

The works connected with the construction of the Asylum at Hamilton, have

been continued during this year, and the building will be ready for occupation next month. Arrangements have been made with the City Water Works for the supply of water, and with the Hamilton Gas Light Company for supplying gas to this building.

The Normal School building at Ottawa has been completed, and the School was opened in September last. The fences and out-buildings were finished shortly afterwards, with the exception of the boundary fence between Cartier Square and the Normal School grounds, which is now being altered to the proper line.

The exchange of certain triangular portions of land with the Ordnance lands branch of the Dominion Government, as explained in the Architect's report, will be found more convenient for the purposes of the Normal School, whilst affording an additional public entrance to Cartier Square from Biddy Street, and extending the front on Elgin Street.

By the construction of a Mansard story to the School of Agriculture at Guelph, additional accommodation for twenty pupils has been afforded at a moderate expenditure.

The details of the repairs to other public buildings under the control of the Department are fully explained in the accompanying report of the Architect, &c.

Herewith also I have the honour to submit the usual statements, giving details of expenditure, lists of contracts, &c., for the year ending 31st December, 1874. The statements giving details of expenditure, &c., for the present year of 1875 is necessarily delayed until the close of the fiscal year.

PUBLIC WORKS.

The construction of locks and other improvements to the navigable inland waters of the Province is reported to have materially aided in the development of the neighbouring settlements, and will no doubt lead to still further development in the future.

The improvements in the Gull and Burnt Rivers, by the construction of slides and dams, have facilitated the transit of logs and square timber from the country lying to the north of the chain of lakes, known as the Trent navigation, to the termini of the various Railways on these waters, thereby affording a more expeditious and convenient outlet from the timber limits in that section to Lake Ontario.

The expenditure under the Settlers' Homestead Fund, comprising the construction of roads, farm buildings, and clearances in the Townships of Ryerson and Spence, may be considered as closed, with the exception of some further improvement to the road in the Township of Ryerson. Thirty-eight houses and clearances have been completed, thirty-six of which are occupied. Clearances have also been made on twenty-one lots on which the settlers preferred to build their own houses. This settlement is reported to be a success, and will no doubt induce further settlement.

The drainage of marsh lands is still being carried out with the most favourable results. The necessary works in several Townships have been completed, and a large sum is now re-payable to the Province by a rent-charge on the lands drained and otherwise improved.

The water supply to the Asylums for the Insane and Idiots at London having been reported as insufficient, the experiment of sinking an Artesian well has been tried, but so far without finding water.

The extension of Railways during the present year comprises the construction of those termed Local lines, forming connecting links between the through East and West lines. These Railway extensions cannot fail to largely develope the resources of the back country.

Respectfully submitted,

C. F. FRASER,

Commissioner.

Department of Public Works, Ontario,
Toronto, November, 1875.

REPORT

OF THE

ARCHITECT AND CHIEF OFFICER.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
TORONTO, November 15th, 1875.

SIR,—I have the honour to submit the following Annual Report :—

GOVERNMENT HOUSE.

The necessary repairs, furnishings and planting, provided for in the estimates, have been attended to, and some improvements made which were much required. As the interior portion of the building has not been painted nor papered since occupation, now more than five years, it will be necessary to make provision in the estimates next year for this purpose.

Further appropriations for furniture, furnishings and improvements on the grounds, will be required in addition to the ordinary repairs.

PARLIAMENT AND DEPARTMENTAL BUILDINGS.

The large frame building on the north side of the centre building having been found, on examination, to be in an insecure condition, on account of the decay of the timber foundations, I recommended that the Library should be removed. This change has been effected, the old Council Chamber having been converted into a Library, and the News-room removed to the room in the brick wing, formerly occupied as a Library. The Post-office has been fitted up in the room formerly used as a Lavatory, off the main corridor in the centre building, and the Telegraph Offices have been placed in the News-room, and at the top of the main staircase, centre building, as requested by the Telegraph Companies.

The Wardrobe has been changed from the old Council Chamber to the passage on the outside, so that the whole space of the Chamber has been fitted up for Library purposes, an arrangement which no doubt will be found to be an improvement, and more convenient for the purposes of reference, &c.

Provision will have to be made in next year's estimates for repairing the frame building to which reference has been made ; also for fencing to the yards in the rear of the east and west wings, and for sidewalks.

There has been no expenditure for the building on the corner of Simcoe and Wellington Streets, occupied as offices for the Hon. Attorney-General, Public Works and Immigration Departments, except for ordinary repairs and furniture, for which provision was made in the contingencies for these Departments. The usual appropriations for ordinary repairs, furniture, &c., for these buildings will have to be included in next year's estimates.

CENTRAL PRISON, TORONTO.

The prison buildings have been fully completed, as reported last year. There has been no expenditure for work done during the present year, except for some repairs which were made at the engine-house, when the water supply pipes were frozen during the unusually severe weather in January last, owing to the lowness of the water in Lake Ontario. As there is a double supply at the engine-house, the smaller pipes, being better protected from the frost, were not frozen, so that the water supply to the Prison or Lunatic Asylum was not interrupted from this cause; but, as the low water in the lake still continues, some provision will have to be made for lowering the supply pipe near the Lake shore, to prevent any accident from this cause for the future. The engine house being now in the charge of the officials of the Lunatic Asylum, an appropriation will have to be included in the estimates for this purpose.

INEBRIATE ASYLUM, HAMILTON.

The interior portion of the work connected with this building was continued throughout the winter, and the carpenter work was sufficiently advanced to permit the plastering being proceeded with in the spring. As recommended by me, the method of heating has been changed from hot air to steam, without adding to the expense, careful comparisons and calculations having been first made. This change, and the work connected therewith, having been satisfactorily accomplished, according to instructions, directions were given for the completion of the fourth storey and sundry changes in the building, which have also been satisfactorily completed. During the progress of the work it was found necessary to make some changes in the arrangement of the tanks for holding water, outside the building, and in the construction of the drains, accordingly certain alterations were recommended, which were approved of and made as suggested. In accordance with your directions, arrangements have been made with the Hamilton City Waterworks, and the Hamilton Gas Light Company, for the supply of water and gas from the City mains, the pipes having been extended to the lot purchased for an engine-house, on the corner of Queen and Markland Streets, from which pipes will be extended to the Inebriate Asylum building, along Queen Street, crossing the lands belonging to A. Miller and J. Brown, Esquires. A contract was entered into with the Dundas Tool and Machine Company, for the supply of a Cameron pumping engine and steam boiler, to be placed in the engine house now being built on the corner of Queen and Markland Streets, and contracts were entered into with Messrs. Russell & Co. and Messrs. Cowie & Co. for the supply of water and gas pipes. Advertisements for tenders for the water pipes, were inserted in the Toronto and Hamilton papers, and the tender of Messrs. Russell & Co., Toronto, being the lowest, was accepted. The tender of Messrs. Cowie & Co. was accepted through the Hamilton Gas Light Company, who kindly procured tenders from firms with whom the Company did business, and that of Messrs. Cowie & Co., being the lowest, was recommended. The gas pipes will be laid under the direction of the Hamilton Gas Light Company, by days' work, the pipes to be tested in a similar manner to those laid by the Company. The excavation for the pipes and the work at the engine-house will be done by the day, under the superintendence of the Clerk of the Works, except the carpenters', slaters', painters' and galvanized iron work, for which tenders will be received after due advertisement. It is expected that the works connected with the water and gas supply, will be completed and in operation in one month, so that the building may be occupied in January next, at which time the several works now in progress at the Asylum will be fully completed. Provision will have to be made in the estimates for 1876 for fencing, out-buildings and other improvements, which will be required when the building is occupied.

SCHOOL OF AGRICULTURE, GUELPH.

Plans and specifications for constructing a mansard roof on the front portion of the school building were prepared, and tenders having been received after due advertisement in the Toronto and Guelph newspapers, that of Mr. John Hall, being the lowest, was

accepted, and the work is now nearly completed, Accommodation for twenty additional pupils will thus be afforded at a moderate expenditure.

NORMAL AND MODEL SCHOOLS, TORONTO.

Sundry repairs to the buildings and drains were made during the year, and the alterations in the heating pipes, as previously reported, were finished. Further improvements will, however, be required in order to complete the alterations as originally intended. Provision will have to be made in the estimates for planking the Boys' yard, sundry improvements as previously reported, and ordinary repairs.

NORMAL SCHOOL, OTTAWA.

The carpenter work of this building was continued during the winter, to enable the plasterers to resume their work early in the spring, in order to complete the building, so that the school might be opened on the 15th of September last.

Plans and specifications for the gas and water supply, and steam heating, also for the fences and out-buildings, were prepared in the early part of this year, and after due advertisement in the Toronto and Ottawa newspapers, the tenders of Messrs. Keith & Co., Toronto, and Mr. James O'Connor, Ottawa, being the lowest for the steam-heating, and fences respectively, were accepted. The works have progressed in a satisfactory manner, and on recent inspection I found that the Contractors have completed their agreements, in accordance with the plans and specifications. Negotiations were entered into with the Dominion Government, for the exchange of certain portions of the land purchased from the By Estate for the School site, so as to extend the line of the northern side of Nepean Street, and to provide for an entrance to Cartier Square from Biddy Street, at the eastern end of the Normal School site. The proposition having been favourably entertained by the Dominion Government, two triangular pieces of land, one having a frontage of sixty-four feet on Elgin Street, and the other a frontage of fifty-five two inches on Biddy Street, were transferred to the Dominion Government, in exchange for a large triangular piece in the rear, deeded to the Ontario Government, leaving the Normal School site, with a frontage of 257 feet 4 inches on Elgin Street, and 914 feet on Biddy Street, in the shape of a parallelogram.

Arrangements have been made for the removal of the fence between Cartier Square and the Normal School site, to the new line, being the extension of the north side of Nepean Street as before described. A revote of the unexpended balance will be required, to complete the work connected with this building.

LOCK-UP, NIPISSING DISTRICT.

The village of Mattawa, at the junction of the Ottawa and Mattawa Rivers, having been selected as the site for the Lock-up, the Crown Lands Department having reserved a lot on the Pembroke and Mattawa Road for the purpose, plans and specification for a log building were prepared, and tenders invited from contractors by advertisement in the Pembroke and Ottawa papers, and the tender of Mr. B. Little, being the lowest, was accepted. The work was completed in June, and inspected by an officer of the Department, who reported that the work had been done in a satisfactory and workmanlike manner.

Provision will have to be made in the estimates for a fence to be constructed round the building, so as to form a yard for the prisoners, and to prevent outside interference with the Lock-up.

There has been no expenditure during this year for the Lock-ups for the Thunder Bay, or Parry Sound Districts.

OSGOODE HALL.

There has been no expenditure on this building, except for ordinary repairs and furniture.

Two new steam boilers having been placed in the building for heating purposes, the

old boilers having been condemned, I made an inspection of the work, as requested, and found that it had been done in a satisfactory and workmanlike manner.

An appropriation will have to be made for the general repairs of the building, both internally and externally.

The cut stone work of the front, and steps, should be repaired and carefully pointed, the gravel roof of the west portico renewed, and the interior of the building coloured and painted, and the plastering repaired, Some improvements were made in the heating and ventilation of the Court rooms, which have proved satisfactory. Ventilators have also been placed in other rooms, where required.

SCHOOL OF PRACTICAL SCIENCE.

It having been found on examination, that sundry repairs were required to render the boiler of the steam-heating apparatus, which has been in use for about fourteen years, safe and that the repairs would, in comparison with the value of the boiler, be considerable—the cost of repairs being estimated at $200, which when done would only leave the old boiler serviceable for a couple of years, it was thought advisable to procure tenders for a new boiler, and the tender of Messrs. Dickey, Neill & Co., at $485, being the lowest was accepted. This new boiler, under ordinary circumstances will be serviceable for twelve or fifteen years. The work has been done in a satisfactory manner, and the boiler is now available for heating purposes. As a new sewer has recently been constructed on Adelaide Street, at a lower level than the former one, which was insufficient to drain the basement, notice was given to the City Board of Works, to construct a tile drain from the sewer to the building, which has been done, and the drains in the basement will have to be lowered.

GENERAL REMARKS.

The expenditure on account of the appropriations for the Asylums for the Insane, at Toronto, and London, the Provincial Reformatory, Penetanguishene, the Deaf and Dumb Institute, Belleville, and the Blind Institute, Brantford, being principally in connection with furniture and furnishing, and ordinary repairs, which are under the control of the Inspector of Asylums, Prisons, &c., will, no doubt, be fully reported on by that officer.

There has been no expenditure on account of the appropriations for the Sault Ste. Marie Gaol, or the Registry Offices for the Thunder Bay or Parry Sound Districts, except a small amount for furniture. The usual appropriations for repairs, &c., will have to be included in the estimates for 1876. I cannot conclude this Report without thanking you and the Government, for granting me three months' leave on private business in Ireland, and I trust you have found that the business of the Department has not been in any way retarded during my absence.

I have the honour to remain,
Your obedient servant,

KIVAS TULLY,
Architect, &c., &c.

Hon. C. F. Fraser,
Commissioner of Public Works,
Ontario.

REPORT

OF

THE ENGINEER

OF

PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
Toronto, 24th November, 1875.

HON. C. F. FRASER,
Commissioner of Public Works.

SIR,—I have the honour to report as follows with reference to the Public Works of the Province :

LOCK BETWEEN MARY'S AND FAIRY LAKES.

The works embraced in the contract for the lock and channel are completed, but in order to make the navigation serviceable to the chain of lakes comprising Mary's, Fairy, Vernon and Peninsula, the removal of several obstructions will be necessary, amongst which it will be requisite to provide in the estimates for 1876 for the following :—

A small stop log dam at the foot of Mary's lake in place of one carried away by the flood in June of the present year, to be built so as to enable the stop logs to be taken out during high-water.

The removal of a shoal below the lock by hand dredging.

The removal of some shoals of loose stones above the lock in the channel leading to Fairy lake.

The removal of a shoal at the bridge at Huntsville, and the raising of that bridge so as to allow of the passage of boats underneath.

I have been informed that arrangements will be made to construct a small steamboat for service on these waters so soon as the works can be completed.

The road from Bracebridge to the lower end of Mary's lake, 13 miles in length, is now so much improved as to form a good summer route ; and now that the railway is opened for traffic to Gravenhurst, and when a steamboat shall have been placed on these waters, the settlements round Vernon and Fairy lakes will be accessible in summer by rail and steamboats with a break of only 13 miles of staging, as follows :—

Toronto to Gravenhurst, by rail	115	miles.
Gravenhurst to Bracebridge, by boat	16	"
Bracebridge to Mary's Lake, by stage	13	"
Mary's Lake to Huntsville, by boat	15	"
Total	159	"

The lakes forming this chain of waters are very picturesque. The lands around their shores contain a fair proportion of good soil. The settlements are rapidly improving, and therefore the completion of these improvements will be of much public utility.

I have not yet examined the channel connecting Fairy with Peninsula lake, which, it is probable, will require some improvements, but which may be deferred for another year.

SETTLERS' HOMESTEAD FUND;

These works have been carried out in the Townships of Ryerson and Spence, under the authority of the Acts 34th Victoria, chapter 5, and 37th Victoria, chapter 21, and during the current year were confined to the completion of contracts for houses and clearings, on which part of the work had been done the previous year.

In the Township of Spence there are 13 houses and clearings completed on the following lots :—

Concession A, lots 47, 48, 54, 68, 69 and 71.
Concession B, lots 46, 47, 48, 52 and 64.
Concession 10, lot 2, and concessions 11 and 12, lots 8 and 9.
On concessions A and B, the lots selected all front on the main road leading from the head of Lake Rousseau to Lake Nipissing.

In the Township of Ryerson, improvements as under have been completed on the following lots :—

Clearings and Houses.

Second concession, lots 6, 10 and 11.
Third concession, lots 5, 9, 10 and 11.
Fourth concession, lots 24 and 25.
Fifth concession, lots 13, 14, 16, 17, 25 and 26.
Sixth concession, lots 25 and 26.
Seventh concession, lots 25 and 26.
Eighth concession, lots 25 and 26.
Tenth concession, lots 25, 26, 27, 28, 29, 30, 31 and 32.
Eleventh concession, lots 25, 26, 27, 28, 29, 30, 31 and 32.
Twelfth concession, lot 25.

In all, 38 houses, with clearings of 4 and 5 acres each, all of which, with two exceptions, are occupied by families settled in the township.

Clearings without Houses.

Second concession, lots 7, 8, 9 and 12.
Third concession, lots 6 and 8.
Fourth concession, lots 11 13, 14, 15, 16, 17 and 23.
Fifth concession, lots 9, 11, 12, 15 and 23.
Eleventh concession, lot 18.
Twelfth concession, lot 16.
Concession A, lot 75.

Making 21 lots having clearings thereon of 4 acres each, the people occupying these lots having preferred to build their own houses.

The settlement of Ryerson is now a thriving one, and is undoubtedly a success, so far as the establishment of an outpost colony is concerned. It will undoubtedly aid in hastening the settlement of the townships around the Maganetewan, and between that river and Lake Nipissing ; but I think it may be a question whether the Government should not leave the extension of these settlements to individual and private enterprise, especially as tending more to develope self-reliance and manly independence amongst the settlers themselves.

OTONABEE RIVER WORKS.

An appropriation made the previous year, was re-voted, but not expended ; it was intended for the construction of cribs and booms to aid the navigation at Young's Lock, on the Otonabee River.

Gull and Burnt River Waters.

A re-vote of $5,930 was made for 1875 from the unexpended balance of a vote for service in 1874. The expenditure this year has been made on the following works :—

Reconstruction of Fenelon Falls' slide.

do Hall's Lake dam.

Additional works at Horse Shoe Lake dam, required in consequence of damage by June floods.

Repairs to Minden dam, required on account of injuries from the same cause.

Reconstruction of Elliott's Falls, dam and slide.

In addition to the facilities given to the transit of logs and square timber from the remote limits on the head waters of these streams, the reserve waters held by the system of dams have had a most beneficial effect on the navigation of the lakes on the chain of waters below Fenelon Falls. The probability of a steamboat navigating Balsam and Cameron Lakes next year, between Fenelon Falls and Coboconk, will render it undesirable to take any large quantity of water from the reserve in Balsam Lake, and it will therefore become an object of advantage to secure some additional storage for water in lieu of that lake. Those waters most suitable from their positions for that service are Mountain and Twelve Mile Lakes on the Gull River, and Cushog Lake on the Burnt River. The latter already has a dam at its outlet, and this work should be preserved and kept so as to regulate the water of that lake.

The estimates for service in 1876 on these waters are required chiefly for the following works :—

The reconstruction of a dam and slide at Norland, where the old works have gone to decay.

Additional pierwork at Minden dam, where a portion of the bank was washed away by the freshet in June last.

The construction of a stop log dam at the outlet of either Mountain or Twelve Mile Lake.

Bridges at Port Carling.

In 1874 an appropriation of $3,000 was made for the bridges at Port Carling. One, a fixed bridge across the river, was built in 1874, and consists of two spans having a centre pier built of crib-work and abutments of dry stone masonry, the whole eighty-eight feet in length. The other bridge is a swing bridge crossing the lock, built this year, and intended for opening or closing across the lock as the conveniences of navigation or travel may require. The structures form a connecting link in an important highway leading through the Townships of Monck and Medora.

Timber Slides, Muskoka River.

The appropriation for this work has not been touched except for preliminary survey, and any improvements deemed necessary cannot be proceeded with before 1876.

Wye River Dredging.

The re-vote for this service has not yet been expended, and it will be necessary before doing so to make some additional surveys at the entrance to the river.

The dredging is required for the opening of a channel through the bar at the entrance to the river, and when completed will afford facilities for the shipment of lumber and grain from a number of mills in the vicinity.

Balsam River Works.

An appropriation of $1,000 was granted for service in 1875, chiefly for the removal of stones and boulders, from the channel of Balsam River between the lock and Balsam Lake. This work will be completed by the close of the year, and the channel will then

be navigable throughout. A steamboat is now in construction at Fenelon Falls which is intended to traverse the waters between Fenelon Falls and the Railway at Coboconk.

Ryerson Road Works.

A sum of $1,000 was granted at the last session for service in 1875, for the cost of repairs required on the main lines of road opened through the settlements in the Township of Ryerson ; a part only of the amount has been expended, and the balance will be required as a re-vote for service in 1876.

Scugog River, Dredging, &c.

The sum voted for this service in 1875 was chiefly expended in improving the navigation of the Scugog River from the lock at Lindsay to near Lake Scugog.

The bed of the river was cleaned by dredging below and above the lock entrances, in the lock chamber, above and below the swing bridge south of Lindsay, in the cut at the point known as the Devil's Elbow, and a new channel was cut at the Cross Creeks, having a width of sixty feet, depth of eight feet, and a length of 1,500 feet, making a material improvement in a crooked and somewhat difficult part of the navigation of the river.

The lockmaster reports the following transits through the lock during the season of navigation of 1875 :—394 steamboats, 704 scows, and 325 cribs of various classes, of timber. These returns show a decrease from 1874 in the passage of steamboats and cribs, but an increase in the passages of scows.

Bridge and Approaches, Muskoka Falls.

A sum of $1,500 was appropriated at the last Session for this work. Two years ago a bridge was built by the Crown Lands Department across the river forming the outlet to Lake Muskoka at this place, about 200 feet above the Falls, but since its construction, works were carried out at the same place for regulating the waters of Lake Muskoka for navigation and other purposes. These works consisted of a dam and stop log sluices across the river, about thirty feet below the bridge, and also of a large excavation about 150 yards south of the river channel, for the purpose of making an outlet for the high water of the lake to act as an auxiliary in aiding its discharge. The width of the excavated channel at its upper end is 160 feet, and the main portion of its surface is two feet above the floor of the dam ; there is also a channel 30 feet in width, cut through at a lower level ; having its bed about or near the level of the floor of the dam. During high water there is a discharge having a volume of four feet in depth, passing over the entire width of the excavated channel, and hence the necessity of a second bridge to complete the communication of the road passing the locality.

It was originally proposed to construct a bridge having a length of 100 feet at the lower end of the channel, where the water falls into a bay of the river at a lower level, and the channel is more contracted, but from the danger which might arise from jams of logs at the first proposed site, the position was taken higher up, making a better site but entailing longer approaches.

The work is now finished, and is a well-built, durable structure of three spans, the centre one a truss 82 feet in length, the entire length being 180 feet, with two approaches 70 feet in length, or 250 feet over all. The centre pier and abutments are built of stone quarried on the spot, and well laid. The piers will therefore be permanent, and the superstructure only will at any time require renewal. The extended length of the bridge has made its cost somewhat in excess of the appropriation.

Washago and Gravenhurst Road.

A sum of $800 was granted for service on maintenance of this road in 1875, and would have been amply sufficient but for the burning of bridges and crossways by bush fires. Two of the bridges were at Gibraltar, and as their loss cut off all travel on the road

to Lake Muskoka, they had to be replaced rapidly. One of the structures burnt was a high crossway at Beaver Creek, 1,000 feet in length, and this had to be replaced by an embankment 850 feet in length, a large culvert, and a trestle bridge 150 feet in length.

These works were not anticipated as forming a part of the year's maintenance, and therefore an extra expenditure became necessary in remedying the unforeseen contingency.

A considerable portion of the first planking laid down is worn out, and other parts of the road injured by the excessive rains of the fall; it is therefore desirable to have about $500 to put the road in order, after which it should be handed over to the Township through which it passes, as it ceases to become a leading highway since the opening of the railway to Gravenhurst.

Maintenance of Locks, Dams, and Swing Bridges.

The works maintained by expenditures under this appropriation are the following:

1st. Young's lock, dam, slide, and swing bridge at Young's Point, on the Otonabee River, in the Township of Smith, County of Peterboro'. The slide was rebuilt in 1874. The dam being old, leaked badly, and was repaired this year by constructing a new crib-work apron in front along its entire length.

The lock and swing bridge required no repairs during the season.

2nd. Lindsay lock, dam, and three swing bridges. All the bridges required minor repairs to their working gearing in the spring, and were then placed in good order during the season. The lock was put in order for repairs by coffer-damming and pumping out before the opening of navigation, and some repairs were done at the upper mitre sill, but since that time the foundations of both mitre sills have become leaky, and it will be necessary to do extensive repairs to the foundations of the lock before the opening of navigation in 1876. When the lock was rebuilt the walls were reconstructed, but not the foundations of the mitre sills, and hence the necessity for repairs now. While the work is in hand at the lock, it will be necessary to make some repairs on the dam also.

3rd. Port Carling lock and bridges. The only repairs made at these works during the year were in replacing broken keys of the valve gearing, and on the gates.

4th. Balsam river lock, dam, slide, and swing bridge. These works have as yet only been used for storing water, and facilitating lumbering operations, and any repairs have been chiefly replacing planking on the dam, when injured by the drives of logs.

In 1876 it is expected that the lock will be used for purposes of navigation, and a permanent lock-master will then be required.

The expenditure will be found in the statement of receipts and expenditures submitted to the House of Assembly, under the head of "Maintenance of Locks," &c. which also covers the expenditure for salaries of lock-masters and bridge-tenders.

DRAINAGE WORKS.

When the "Ontario Drainage Act," 33 Vic. cap. 2, was repealed by the "Ontario Drainage Act of 1873," 36 Vic. cap. 38, the sum of $163,362.34, had been expended on drainage works and surveys under its provisions, as follows:—

On Drainage Works, ...	$137,573 18
" Drainage Surveys, ...	25,789 16

And therefore adding the $200,000 provided by the 36th Vic. cap. 38, a total sum of $363,362 34 has been made available for service in the execution of these works.

The expenditure on drainage works completed in Townships where the cost has been put in the way of assessment on the lands, is shown by the following statement:—

Townships.	Counties.	Length of Drains.	Approximate areas unwatered.	Excavations, in cubic yards.	Cost of Works.
		Miles.	Acres.		$ cts.
Russell	Russell	8	8,800	50,700	11,543 77
Mosa	Middlesex	15¾	8,300	72,200	12,714 75
Dunwich	Elgin	9	7,500	57,781	10,105 86
Ekfrid and Caradoc	Middlesex	17½	8,100	80,870	12,903 86
Grey	Huron	6¾	4,300	36,000	8,175 47
Brooke	Lambton	26½	28,000	156,800	32,978 93
Raleigh	Kent	17¼	19,000	186,000	36,409 64
East Tilbury	do	25½	23,000	168,000	35,297 62
West Nissouri	Middlesex	6¾	6,000	47,000	8,178 50
Delaware	do	8½	2,500	37,600	5,728 68
Metcalfe	do	½	400	3,085	650 65
Totals		142	114,900	896,036	174,687 73

This expenditure is now repayable to the Province by a rent-charge on the lands unwatered, at the rate of $7. 61 per annum for 22 years, for each $100 expended, as provided by the Act 36 Vic. cap. 38.

Drainage Works in the following Townships are still in hand, but will be completed and ready for assessment early in 1876 :—

Township of Moore, County of Lambton.

13¼ miles of drains, containing 83,000 cubic yards, are completed. An extension of No. 5 drain, containing 7,711 cubic yards of excavations, recently put under contract, will be finished in the spring of 1876.

Township of Sombra, County of Lambton.

In July, 1873, contracts for drains were let in this Township having a total length of 26 miles, and containing 159,000 cubic yards of excavations. These drains are about at completion.

Extensions of No. 1 drain have also been let, one of which is finished ; the other, containing 8,665 cubic yards of excavation, is in hand.

In addition to the works, which all comprise outlet or discharge drains, three cross drains have been recently put under contract on the lines of the 8th, 10th and 12th Concession roads. In the construction the roads will be formed alongside from the material taken out of the ditches the total length will be 4½ miles, having 39,678 cubic yards of excavations.

Towship of Sarnia, County of Lambton.

The construction of the Wawanosh drain, containing 63,841 cubic yards of exacvation, was completed in May last, having a length of over four miles.

The works on the Pulse Creek drain were put under contract in February, and will be finished this year, the length of the drain is 3.35 miles, and the excavations amount to 45,500 cubic yards.

The Waddell and Perche Creek drains are about being put under contract, the works to be finished in May, 1876. They will have a total length of 13 miles, and contain 111,000 cubic yards of excavation. When these drains are completed the system of drainage in Sarnia Township will be very effective. The Township in the past has suffered much from the drainage discharges of other townships for which there were not sufficient outlets through the low lying-lands forming its surface.

TOWNSHIP OF EAST WILLIAMS, COUNTY OF MIDDLESEX.

A drain in this township was put under contract in February, and will be completed at the close of the year. Its length is two miles, containing 14,000 cubic yards of excavations.

TOWNSHIP OF ALDBOROUGH. COUNTY OF ELGIN.

Two drains in this township were put under contract in August. They will be finished in 1876. One of the drains will have part of its course along the town line between Aldborough and Dunwich, and a road will be formed with the material along that portion of the work.

The length of the drains is $6\frac{3}{4}$ miles, and they contain 46,264. cubic yards of excavations.

TOWNSHIP OF WEST TILBURY, COUNTY OF ESSEX.

The township of West Tilbury, in its general formation, is like that of East Tilbury or Raleigh, though with less inclination of surface. From its southerly boundary to Lake St Clair there is a gentle and even descent, the inclination upwards continuing for some distance southerly in the lands forming the adjacent townships along Lake Erie, and therefore the municipal drainage works of the townships of Romney and Mersea discharge their waters into the scarcely defined water runs of its surface. These being ill-defined, torruous, overgrown with brush, and otherwise obstructed, the surplus rainfall spread over, and flooded much of the valuable lands of the township, and resulted in a general desire of the landowners for a systematic drainage scheme for the whole. On application, surveys were made by the Departmental engineering staff, the results were laid before the township authorities, and resolutions passed by them asking the Government to undertake the works.

In compliance with these resolutions, contracts have been let for the excavation of 30 miles of main discharge, and branch drains containing 196,569 cubic yards of excavations, and embracing a complete system of drainage works for the township.

The estimated cost of drainage works now in construction, and under contract, is shown in the following tabular statement :—

TOWNSHIPS.	COUNTIES.	Length of Drains.	Approximate areas unwatered.	Excavations.	Estimated cost of works when finished.
		Miles.	Acres.	Cubic yards.	$ cts.
Moore	Lambton	16.	13,000	93,200	16,200 00
Sombra	do	33.50	29,000	213,840	52,000 00
Sarnia	do	20.50	20,000	220,341	40,200 00
Aldborough	Elgin	6.75	3,200	46,264	6,300 60
West Tilbury	Essex	30.	20,000	196,569	30,500 00
East Williams	Middlesex	2.	1,000	14,000	2,250 00
Totals		108.75	86,200	784,214	147,450 00

The total expenditure on drainage works, surveys, and obligations on contracts will therefore stand as follows :—

Expenditure on works completed and given to Assesssors.	$174.687 73
Do. on works in hand, including obligations on contracts.	147,450 00
Cost of drainage surveys under 33rd Vic. cap. 2,	25,789 16
Cos of drainage surveys under 36th Vic. cap. 38, to close of 1875	5,300 00
Total expenditure and obligations,	$353,226 89
Available for additions or contingencies,	10,135 45
Total available under 33rd Vic. cap. 2nd and 36 Vic. cap. 38,	$363,362. 34

I desire again to call the attention of the municipal authorities of the various townships in which drainage works have been carried out, to the necessity of taking steps to have the drains kept in order, and freed as much as possible from obstructions of every kind. Amongst these I have noticed falling trees, fences placed across the bottoms of the ditches, dams built across them to secure water for cattle, roots thrown into the drains, and other obstructions, all tending to obstruct the flow of the water, and to deposit sediment, and so shallow the drains.

The future maintenance of all the drainage works will have to be provided for by the several municipalities as a charge upon the lands affected by their excavation, and therefore such rules and by-laws should be prepared as may be necessary to meet each particular case.

ARTESIAN WELL, LONDON ASYLUM.

In the early part of the year, it having been found that the supply of water at the Asylum for the Insane at London had become seriously inadequate for the wants of that Institution, I was instructed to make an examination and report on what I might consider the best means to be adopted for remedying the evil.

I found the water supply of the Asylum to be obtained from two wells in the rear of the buildings, one of which has a depth of 85 feet, sunk through drift and blue clay, the water in which is most probably supplied through sand cracks in the clay, and is not apparently in large quantity. This, however, is aided by a series of pipe drains converging on the wells from the higher grounds in the rear of the Asylum. These convey and utilize all the water that can be obtained from the surface springs of that area within the limits of the Government lands.

In ordinary seasons the supply of water so obtained has been barely sufficient, and when a lengthened period of dry weather occurs, the surface springs become reduced, and the supply falls short; in addition to which, the under draining of the high grounds and cutting-off of the surface springs by means of the pipe drains will have the effect of gradually and permanently reducing the quantity of water to be obtained from that source.

The other sources from which water might be obtained were the following:—

1st. The north or south branches of the Thames River, distant about two and three-quarter miles from the Asylum buildings; the water of the north branch being sixty-five feet and that of the south branch eighty-seven feet lower than the base of the buildings.

In the event of using the water from either branch, a filtering basin would be requisite, as the north branch receives the sewage of St. Mary's and Stratford, and the south branch of Ingersoll and Woodstock; in each case at higher levels than where either branch could be tapped for the service of the Asylum. The objections to using the water from either branch of the Thames would be the large first cost of the works, the annual cost of maintaining a pumping establishment so far from the Asylum, and the probability of litigation in dry seasons, when the supply of water in the river becomes very small.

2nd. Another source from which a supply of water could be obtained is in a tract of wooded swamp having an area of about fourteen acres, and situated about one mile north-east from the main buildings of the Asylum.

The swamp contains what at present appear to be some good springs, which might be collected in pipes and brought, by means of gravitation, to the wells now in use at the Asylum.

The objection to obtaining a supply from this source consists in the doubts as to its permanency. The springs are most probably surface ones only, and the tapping of the swamp in which they occur, by the laying of a series of under-ground pipes, would have practically the effect of under-draining, and would, after some time had elapsed, most probably effect a permanent reduction in the supply.

3rd. The sinking of an Artesian well in the rear of the Asylum buildings, so located that in the event of steam pumping being required, the steam from the boilers in the western wing could be used for working the pumping engine.

In the City of London and neighbourhood there are several wells of this description now in use, having been sunk to depths varying from 800 to 1,200 feet. All have succeeded in obtaining water in abundance, although only two are flowing wells. The waters

in the others rise to about forty feet below the surface of the ground, and have to be pumped from that depth. The water in these wells has more or less of sulphates in solution.

At St. Mary's, where the corniferous limestone appears on the surface, a flowing well of good water was obtained at a depth of 700 feet.

At Tilsonburgh, a well sunk to a depth of 890 feet yields a water impregnated with salt.

The dip of the various strata of the Silurian and Devonian rocks west of Lake Ontario has a descending inclination to the west. The height of the surface in some places where the Upper Silurian rocks crop out in the neighbourhood of Rockwood is 1,200 feet above the sea. The surface at London is 400 feet lower, although it is underlaid by the lowest strata of the Devonian system which overlies the Upper Silurian ; and west of London, the lowest strata of the Devonian, the corniferous limestone is overlaid by the Hamilton shales, the surface being at no higher elevation above the sea than that at London.

The Gneissoid formation of the Laurentian system appears on the surface on both sides of the St. Lawrence between Kingston and Brockville, and thence northerly and north-westerly to the shores of the Georgian Bay, which it follows to a point opposite the easterly end of the Manitoulin Island. There is a great basin or depression in this formation extending to the west and south of the out-crops mentioned. This embraces the areas of Lakes Ontario, Erie, Huron, and Michigan, as well as that part of Ontario west of Kingston and south of the Muskoka district and the Georgian Bay. In this basin have been deposited the Silurian and Devonian formations of Ontario. The height of the surface of the drift overlying the lower strata of the Devonian at London is about 800 feet above the sea, the thickness of the various strata down to the Chazy may be 2,500 feet or more. The surface of the Gneissoid crossing the St. Lawrence below Kingston is about 200 feet above the sea, and therefore the depression of the basin in the neighbourhood of London should be about 1,900 feet or more below its surface. In the country immediately north of Kingston the Chazy appears to overlie the Gneissoid, the Potsdam being wanting, and therefore I think that in Western Ontario the Chazy will immediately overlie the Gneissoid.

My object in mentioning these details of formation is, that I think the sinking of the Artesian well should be continued through the permeable rocks of the Silurian formations until it reaches the impermeable Gneissoid of the Laurentian, unless a good supply of water is obtained in the overlying strata of the Hudson River or Trenton group, and also in stating that the same details guided my choice in recommending the sinking of an Artesian well at London, believing that if water was not struck in the upper strata of the Silurian, it would certainly be obtained between the Silurian and the Laurentian, and in the latter case free from the injurious solutions of salts or sulphurs.

I may state that the boring has so far progressed without any accident. It is now between 1,800 and 1,900 feet in depth, and is, I believe, in the Hudson River formation.

One of the difficulties with regard to the water supply at London is, that city itself has no water-works, and the municipal authorities there are at a loss from whence to obtain the necessary supply. If the Artesian well now being sunk by the Government at the Asylum is a success, London will avail itself of the same means of supply, and I may say that all the larger villages and towns west of London are in the same position, and await the results of the experiment for the same reasons.

EXTENSION OF RAILWAYS IN 1875.

Construction works on new lines within the boundaries of the Province were confined to eleven railways. Of these, seven are lines on which works have been reported as in construction in 1874 or preceding years, and four are lines, or extensions of lines, on which works have been commenced in 1875.

On the Toronto, Grey and Bruce Railway a length of 8.55 miles has been constructed on the 3 feet 6-inch gauge ; all other works have been constructed for lines of railway having the 4 feet 8½-inch gauge, which has now become the standard gauge of the Dominion of Canada as well as the United States. The advantages of the latter gauge, as

compared with the difference of cost in a level country like Ontario, are so manifest, that it is not likely any future Railways will be built on any other gauge.

All the lines in construction this year are "local lines," some of them "cross country" lines, forming important connecting links between the great "through" east and west lines; while others, penetrating the newer and northerly settlements, tend largely to develope the resources of the back country, and at the same time become feeders to the main trunk lines.

Details of the works on the lines in construction in 1875, so far as known, are as follows:—

Midland Railway—Extension to Midland City.

Thirty-four miles in length from Orillia to Midland City; 20 miles have been completed to Wabashene, where the Railway reaches the waters of the Georgian Bay and connects with the mills of some of the large lumbering firms whose head-quarters are established on those waters.

Port Dover and Lake Huron Railway.

This Railway has been completed, excepting some minor details, from Port Dover to Woodstock, a length of 40 miles, and is in construction from thence to Stratford, 27 miles. On the latter part of the road the greater portion of the formation is finished and the iron is being laid.

At Port Dover there is a good harbour, owned by the Railway Company. Neat Stations are built along the line as far as Woodstock, at Port Dover, Simcoe, Hawtrey, Otterville, Norwich and Burgessville, that at Woodstock being in construction. The road will form a very convenient "cross country" route between Port Dover, Simcoe, Norwich, Woodstock and Stratford, and will tend materially to cheapen the supply of coal to those towns. At the present time the engines of the Railway are burning coal which they receive at Port Dover, and which is found to be cheaper than wood for use as fuel for the Railway service.

Toronto, Grey and Bruce Railway.

The construction on this line was confined to the completion of an independent line of 8.55 miles from the former terminus of the Toronto, Grey and Bruce Railway, to the general freight yards and workshops of the Company at the Queen's Wharf in Toronto. Previous to the construction of this link, the traffic of the road passed over the Grand Trunk Railway between Weston and Toronto, but now the freight traffic of the Railway enters Toronto entirely independently of the Grand Trunk, the passenger trains only using the Grand Trunk track in the city to enable them to enter the Union Station—an arrangement very conducive to the convenience of the travelling public.

Northern Extension Railway.

In 1874, the Muskoka branch of the Northern Extension Railway was opened to Severn Station, 14 miles from Orillia. This year the work has been pushed with great energy, and the line is now opened to its terminus at Gravenhurst, on Lake Muskoka. The opening has been too late to facilitate the summer travel of 1875, but in time for the conveyance of a large quantity of freight moving into the new settlements around and beyond the navigable chain of the Muskoka waters. With the exception perhaps of the route on the Upper Ottawa leading to Pembroke, I know of no other in the back countries of Ontario with so large and important a traffic in passengers and freight, and therefore the connection of this Railway with the navigable lakes north of Gravenhurst is a matter of much importance to the prosperity of the back country in that region.

London, Huron and Bruce Railway.

The construction of this line, 69 miles in length, was commenced and will be nearly completed in 1875. It is laid throughout with steel rails, and is ready for traffic for a length of 48 miles—between London and Blyth.

The road is a cross country one ;—starting from the Great Western Railway at London, it crosses the Grand Trunk main line, and branch, at Lucan and Clinton, and connects with the Kincardine branch of the Wellington Grey and Bruce Railway at Wingham. It will therefore open a new and short route between Kincardine, Wingham, Clinton, Exeter, London, St Thomas and Port Stanley.

Norfolk Railway.

I am informed that the formation of this line is completed between Brantford and Tilsonburg, a length of 32 miles. It was originally intended to extend the line to Port Burwell, but I am not sure whether it is now intended to construct beyond the Canada Southern Railway at Tilsonburg. At Norwich the line crosses the Port Dover and Lake Huron Railway, and iron is laid to that point over about 12 miles of the road bed.

By means of the Canada Southern and Port Dover and Lake Huron Railways, the line will open connections between Brantford, Norwich, Simcoe, Port Dover, Tilsonburg and St Thomas.

Kingston and Pembroke Railway.

As a projected Railway, this line was intended to connect with the Canada Central at a point about 20 miles south of Pembroke. At the present time, however, construction has been confined to that part of the line between Kingston and a little beyond Sharbot Lake, about 50 miles in length, on which 46.5 miles have the iron laid and the road bed ballasted. The first 30 miles of the Railway passes through a fair agricultural country, after which the gneissoid formation is entered. The surface becomes rugged and the population scattered, but I am informed that the iron ore of this region will give a considerable traffic over the line.

Canada Central Railway.

This Railway has been open for traffic for some years as far as Renfrew. Its extension to Pembroke, a distance of 34 miles, is now in progress, and I have been informed will be opened for traffic early in the ensuing year.

It is proposed that a branch of this line will form a connection with the Georgian Bay branch of the Canada Pacific Railway.

Credit Valley Railway.

A total length of 116.5 miles has been graded on this railway and its branches. On the main line, works have been in progress between Toronto and Ingersoll, and on the branches from Streetsville towards Orangeville and Elora.

North Hastings Railway.

This is a branch of the Grand Junction Railway, leading into that line about 17 miles from Belleville, and having a direction thence northerly into the mineral district of the Madoc country. Its length will be about 22 miles, on which construction has been commenced this year.

The line in the main will be a mineral one, for the supply of iron ore to smelting works about to be built at Belleville.

NORTH SIMCOE RAILWAY.

A line has been projected from Barrie to Penetanguishene, having a length of 35 miles. A part of the work, extending southerly from Penetanguishene, is now under construction, and the road may possibly become a link of the projected Hamilton and North-Western Railway.

The multiplication of Railway communications in the western portion of the Province of Ontario has tended largely to develope the country, extend its resources, and increase its prosperity.

I have the honour to remain,

Your obedient servant,

THOS. NEPEAN MOLESWORTH,

Engineer of Public Works, Ontario.

STATEMENTS

OF

ACCOUNTANT AND LAW CLERK.

No. 1.—STATEMENT showing the Expenditure on Public Works during the year 1874, and the Total Expenditure on Public Works in Ontario up to 31st December, 1874. (Capital Account.)

NAME OF WORK.	Total Expenditure on Public Works to 31st December, 1873.	Expenditure 1874.	Total to 31st December, 1874.
	$ cts.	$ cts.	$ cts.
Government House	110,855 34	2,796 22	113,651 56
Parliament and Departmental Buildings and Grounds	66,422 28	9,687 71	76,109 99
Asylum for the Insane, Toronto	194,033 18	2,443 58	196,476 76
Asylums for Lunatics and Idiots, London	392,352 14	28,499 40	420,851 54
Deaf and Dumb Institute, Belleville	121,798 72	5,033 96	126,832 68
Blind Institute, Brantford	117,219 76	8,071 40	125,291 16
Central Prison, Toronto	326,816 67	102,059 24	428,875 91
Reformatory, Penetanguishene	15,920 98	1,594 40	17,515 38
Registry Office and Gaol, Bracebridge	1,207 74		1,207 74
Court House and Gaol, Sault Ste. Marie	4,383 48	958 29	5,341 77
Agricultural Farm, Mimico	51,646 34		51,646 34
Agricultural College and Farm, Guelph	78,878 64	25,831 16	104,709 80
School of Practical Science, Toronto	55,319 54	2,208 11	57,527 65
Normal and Model Schools, Toronto	28,705 86	12,002 73	40,708 59
Registry Office and Lock-up House, Parry Sound	2,433 15	102 82	2,535 97
Do do Thunder Bay	7,410 98		7,410 98
Do New District		2,987 50	2,987 50
Lock-up at Silver Islet, Lake Superior	2,268 79		2,268 79
Brock's Monument	981 10		981 10
Inebriate Asylum, Hamilton	31,113 13	23,887 67	55,000 80
Normal School, Ottawa	1,231 40	60,957 63	62,188 03
Osgoode Hall, Toronto		2,436 32	2,436 32
Lock on Rosseau River, Muskoka	36,946 03		36,946 03
Lock at Young's Point, Peterborough	30,892 72		30,892 72
Lock between Balsam and Cameron Lakes	23,959 02		23,959 02
Lock between Mary's and Fairy Lakes	1,019 31	16,947 42	17,966 73
Cut between Lakes Joseph and Rosseau	9,995 75		9,995 75
Scugog River Works	38,970 11	3,987 50	42,957 61
Pigeon do	4,999 62		4,999 62
Sydenham do	1,855 26	301 00	2,156 26
Nottawasaga River Works	5,915 09		5,915 09
Kaministaqua do	11,456 06	11,408 96	22,865 02
Muskoka do	6,034 64	4,625 62	10,660 26
Otonabee do	2,517 25		2,517 25

Balsam do		1,194 31	1,194 31
Gull and Burnt do		11,762 21	11,762 21
Trent River Bridge		2,000 00	2,000 00
Bridges at Port Carling		1,834 91	1,834 91
Washago and Gravenhurst Road	27,978 21	2,171 80	30,150 01
Wharf at Washago	489 22		489 22
Portage du Fort Bridge	4,997 99		4,997 99
Clearings and Log-houses on Free Grant Lands—Settlers' Homestead Fund	11,755 30	4,104 97	15,860 27
Roads in Ryerson	5,788 70	504 00	6,292 70
Brooke Drainage Works	34,747 73		34,747 73
Delaware do		4,435 98	4,435 98
Dunwich do	10,105 86		10,105 86
Ekfrid, Caradoc, and Metcalfe Drainage Works	12,903 86	633 15	13,537 01
Grey do	8,175 47		8,175 47
Moore do	9,042 30	4,355 10	13,397 40
Mosa do	12,714 75		12,714 75
Nissouri West do	631 50	7,547 00	8,178 50
Raleigh do	29,579 96	5,915 88	35,495 84
Russell do	11,543 77		11,543 77
Sarnia do		2,177 26	2,177 26
Sombra do	4,128 21	17,802 61	21,930 82
Tilbury East	26,310 56	7,448 91	33,759 47
Surveys and Drainage of Swamp Lands—Province Account	30,798 99	2,842 42	33,641 41
Surveys, Inspections, Arbitrations, and Awards	2,796 27	899 75	3,696 02
Totals	2,030,678 73	406,428 90	2,436,506 63

F. T. JONES,
Accountant.

DEPARTMENT OF PUBLIC WORKS,
TORONTO, 31st December, 1874.

No. 2.—Expenditure for Repairs, Fuel, Water, Gas, &c., by the Department of Public Works, during 1874 (Part of Maintenance Accounts).

Name of Work.	Expenditure for 1874.
	$ cts.
Government House	5,349 99
Executive Council's and Attorney-General's Offices	1,168 67
Treasury Department	1,534 95
Secretary and Registrar's Office	1,534 95
Department of Public Works	1,604 55
Crown Lands Department	1,996 07
Parliament Building (Centre)	7,280 16
Osgoode Hall, Toronto	4,009 00
School of Practical Science	1,545 17
Maintenance of Locks and Dams	3,009 38
Total	29,032 89

F. T. JONES,
Accountant.

Department of Public Work
Toronto, 31st December, 1874.

No. 3.—Statement of Expenditure from 1st January, 1870, to 31st December, 1874, under the Ontario Drainage Act, 33 Vic., c. 2; 34 Vic., c. 22; and 36 Vic., c. 38, on Drainage Works; chargeable to Municipalities. Also, Total Expenditure under said Act up to 31st December, 1874.

Township.	Total Expenditure from 1st January, 1870, to 31st Dec., 1873.	Expenditure, 1874.	Total to 31st December, 1874.
	$ cts.	$ cts.	$ cts.
Brooke	34,747 73		34,747 73
Delaware		4,435 98	4,435 98
Dunwich	10,105 86		10,105 86
Ekfrid, Caradoc, and Metcalfe	12,903 86	633 15	13,537 01
Grey	8,175 47		8,175 47
Moore	9,042 30	4,355 10	13,397 40
Mosa	12,714 75		12,714 75
Nissouri, West	631 50	7,547 00	8,178 50
Raleigh	29,579 96	5,915 88	35,495 84
Russell	11,543 77		11,543 77
Sarnia		2,177 26	2,177 26
Sombra	4,128 21	17,802 61	21,930 82
Tilbury, East	26,340 56	7,418 91	33,759 47
Total chargeable against Municipalities	159,913 97	50,285 89	210,199 86
Preliminary Surveys and Sundries, chargeable against Province	27,195 04	2,842 42	30,037 46
Total	187,109 01	53,128 31	240,237 3

F. T. JONES,
Accountant.

Department of Public Works,
Toronto, 31st December, 1874.

No. 4.—Contracts and Bonds entered into with Her Majesty in 1874.

Date.	Work.	Subject of Contract.	Contractors.	Sureties.	Amount.
1874.					$ cts.
March 9.....	Delaware Drains	Drain No. 1.....	James Tate	John McMichael and David Wilson...	2,590 00
" 9.....	do	Drain No. 2.....	Abraham Smith	William G. Hardy and William B. Smith.....	1,890 00
April 1	do	Branches A and B	Duncan H. Carmichael	Duncan McColl and Donald McColl...	874 00
" 8	Central Prison.....	Fences	Richard Dinnis	James Walsh and John Dill	2,600 00
" 8	Normal School, Ottawa	Whole work.....	John Forin	Hon. Robert Read and Sandford Baker	53,398 00
May 4.	Central Prison.....	Filling in grounds, levelling and grading	James Tracey and John McGough	... .	₱ cubic yd, 30
" 4.....	London Lunatic Asylum.....	1,000 tons of Columbiana coal ...	Charles B. Hunt	....	5,600 00
" 4	Central Prison and Engine-house on Lake Shore, and Blind Institute, Brantford	Coal	Peter D. Conger	....	3,412 50
" 4	London Asylum, Deaf and Dumb Institute, and Blind Institute...	Anthracite coal	The Toronto Fuel Association	....	1,430 25
" 4...	Toronto Lunatic Asylum and Engine-house	Fuel	Patrick Burns	.....	11,080 00
June 3	Court-House and Gaol, Sault Ste. Marie	Fence	Edward Murton	....	675 00
" 3	Channel to Wharf at Washago..	Dredging and rock excavation ..	Thomas Walters	George Brownlee	850 00
" 29	Normal School, Toronto	Boiler-house, chimney, &c.....	Joseph Gearing	Andrew K. McIntosh and William P. Smith.....	5,570 00
" 29	Scugog River Works	Dredging river	Thomas Walters	George Brownlee, William Kimball, and Thomas Makins.....	3,000 00
August 17....	Raleigh Drains	Part of drain No. 1...	George W. Hatter	George Shreve and James Gilherly.....	₱ cubic yd, 17
July 3.....	Normal School, Toronto	Smith and steam-fitters' work, boiler-house	David S. Keith and James B. Fitzsimmons.....	Thomas McGaw	1,575 00
Sept. 5.....	Sombra Drains	Drain No. 1.....	George Blain	Hugh Miller and Isaac Blain	₱ cubic yd, 22
August 18....	Blind Institute, Brantford	Repairing roof and eaves.....	George Ringham.....	....	840 00
" 6...	Registry Office, Minden	Carpenters' and joiners' work	Henry Neale and James Leitch Brown	John F. Young, John Croston, and Daniel Macfarlane.....	2,655 00
" 6....	do	Excavators' and masons' work.....	Donald McLarty.....	Charles D. Curry and John McLarty.	950 00
" 6....	do	Whole work—Agreement to pay $500 beyond $3,000, to pay for erection of Registry Office, and also to pay for furniture and superintendence	S. S. Beck, James Langton, John R. Calvert, and William Hartle	....	500 00
" 1.	Drainage Works, Raleigh and East Tilbury	Drain No. 1, 6th Con., Raleigh, and parts of drains Nos. 1, 2, and 3 of East Tilbury	Richard Mason Brayne and John Doman	Peter D. McKellar and Alexander Young	₱ cubic yd, 20

" 1....	Raleigh Drains	Drain No. 1, from Raleigh Plains.	Thomas Irwin	William Irwin and George W. Hatter.	₱ cubic yd, 15
" 21....	do	Big Cut, drain No. 1, and part of drain No. 2	Clare Butcher	.....Drain No. 1	₱ cubic yd, 30
				.....Drain No. 2	do 25
Sept. 19.....	Metcalfe Drains.....	Extension into Metcalfe of drain No. 1, Ekfrid	Clare Butcher	....	at special rates.
" 17.....	Raleigh Drains	Reconstruction of bridge and construction of flood-gates	Daniel W. Crow.....	Thomas McCrosson and Thomas Crow.	350 00
October 3....	Sarnia Drains	Enlarging Wawanosh drain, whole work north of London Road.. ..	Patrick Healey	Thomas McCrosson and Patrick Boyle	11,100 00
August 15...	East Tilbury Drains.....	Part of drain No. 1, and outlet to drains Nos. 2 and 3.	John McIntosh	Donald Clunas and Alexander D. McDonald	₱ cubic yd, 17
" 29....	Raleigh Drains	Drain No. 2.....	Nathan Bell.....	Charles Phipps and William Trotter...	₱ cubic yd, 20
" 29....	Settlers' Homestead Fund	Six log houses.....	Hugh Nelson	David Nelson and F. W. Ashdown....	175 00
" 29....	do	do	Levitt Simpson	David Simpson and Thomas Baldock...	175 00
Dec. 18	Ballot Boxes	2,000 boxes	George W. Lewis, Arthur B. Lee, and John Leys	Seymour Porter and L. B. Swift	3,100 00

F. T. JONES,
Law Clerk.

DEPARTMENT OF PUBLIC WORKS,
Toronto, 31st December, 1874.

No. 5.—Property Purchased by the Department in 1874.

Date of Instrument.	By whom sold.	To whom sold.	Description of Property.	For what purpose used.	Area.	Price.
1874. January 7	Edward Tylee and Edward Moberly; and Charles Cooper Henderson	Her Majesty	Part of Lot D, in Concession C, fronting on the River Rideau, formerly in the Township of Nepean, but now in the City of Ottawa..	Normal School, Ottawa ...	a. r. p. 4 1 19	$ cts. 19,660 00

F. T. JONES,
Law Clerk.

Department of Public Works,
Toronto, 31st December, 1874.

MUNICIPAL LOAN FUND.

SURPLUS DISTRIBUTION.

SCHEDULES SHOWING THE OBJECTS TO WHICH THE SAID FUND HAS BEEN APPROPRIATED BY BY-LAW, AND THE PAYMENTS MADE UPON THE SAME, TO THE 1ST NOVEMBER, 1875.

Printed by Order of the Legislative Assembly.

Toronto:
PRINTED BY HUNTER, ROSE & CO., 25 WELLINGTON STREET WEST.
1875.

To His Honor the Lieutenant-Governor of the Province of Ontario.

The undersigned has the honour to present the within tables, being statements of the amount apportioned to the various Municipalities of the Province of Ontario under the Municipal Loan Fund Surplus Distribution Scheme, the objects to which such amounts have been appropriated by By-law and the payment of principal and interest made up to the 1st of November, 1875.

ADAM CROOKS,

Treasurer.

November 29th, 1875

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MUNICIPAL LOAN FUND.

SURPLUS DISTRIBUTION.

Municipal Loan Fund.—Surplus Distribution.

County or District.	Municipality.	Amount of Claim on 1st Feb., 1874.	Total Interest to date of Claim being paid off.*	Payments to 1st Nov., 1875.	OBJECTS.
		$ cts.	$ cts.	$ cts.	
County of Addington	Barrie Township	632 00	.....	543 00	By-law for improvement of roads and bridges and educational purposes.
	Bedford	3,678 00	.....	1,861 90	By-law, $678 on making roads and bridges; $1,000 for building Schools and making certain roads.
	Camden, East	11,584 00	631 78	12,215 78	$750 improvement of Town Hall; $1,750 making and improving roads; balance, payment of Township's share of County Debt.
	Clarendon and Miller	816 00	30 68	846 68	Repairing and improving public roads and bridges.
	Denbigh, Ashby, Abigner and Effingham	650 00	.....	541 20	Improvement of roads and bridges.
	Hinchinbrooke	1,994 00	.....	1,655 89	Erection of Public Hall, purchase of a public burying ground, and improvement of roads, bridges, and drainage.
	Kaladar and Anglesea	1,498 00	.....	664 70	$150 to repair Town Hall; $500 to gravel roads.
	Kenebec	1,604 00	70 53	1,674 53	Improvement of roads, buying site, and building Town Hall.
	Loughborough	4,650 00	.....	2,200 00	$2,200 to build and complete Court House and Public Hall.
	Newburgh Village	1,656 00	37 88	1,693 88	To pay off Debentures issued and build School House.
	Olden	1,120 00	39 27	1,159 27	Improving roads.
	Oso	984 00	44 28	1,028 28	$400 on building Town Hall; balance improving roads.
	Palmerston and Canonto	1,092 00	33 06	1,125 06	Building Town Hall and making and improving roads.
	Portland	5,436 00	347 01	5,783 01	To be invested in County of Frontenac or other Debentures, which are to be applied in paying the Township's share of County Debt for aid granted to Kingston and Pembroke Railway.
	Sheffield	5,230 00	379 70	5,609 70	$557 for improvement of the Township Hall; balance to be invested for educational purposes
Brant	Brantford	67,290 55	.....	5,607 50	To be invested and applied to educational purposes as the law permits.
	Burford	11,086 00	.....	.....	No By-law. 1st By-law returned, the terms not being in accordance with the School Act.
	Oakland	2,208 00	141 25	2,349 25	To be invested and the interest divided amongst the School Sections.
	Tuscarora	5,212 00	.....	.....	No By-law.
	Dumfries, South	6,936 00	.....	6,450 00	$850 building bridge over Grand River; $400 to make road and side walk to Great Western Railway Station; $4,300, cutting down hill, building bridges, and making roads.
	Onondaga	3,848 00	.....	3,000 00	To build a Township Hall.
	Paris Town	35,690 11	.....	5,450 06	To pay off Debentures issued for building bridges, $10,000 and interest.
Bruce	Brant Township	13,683 37	.....	11,515 46	Building School Houses and paying School indebtedness.
	Culross	10,733 61	453 15	11,186 76	$9,880 to pay annual indebtedness for aid granted to Toronto, Grey and Bruce Railway; balance to build bridges

	Carrick	13,993 66		7,000 00	$10,000 to pay gravel road indebtedness; $4,000 improvement of roads and bridges.
	Greenock	8,334 67		6,754 85	Building School House, buying sites for Schools and paying School indebtedness.
	Huron	11,404 63		11,098 00	$2,000, paying for Town Hall; $5,600 for local improvements; balance for roads and bridges.
	Kincardine Township	11,454 96		9,831 80	To improve roads and bridges, build Schools, pay year's indebtedness for aid to Southern Extension Railway and sink well.
	Kincardine Village	5,331 86	235 16	5,567 02	To redeem Harbour Debentures; balance to enlarge Cemetery.
	Kinloss Township	8,714 55	393 83	9,108 38	To be loaned to School Trustees, and afterwards applied in reduction of the Railway indebtedness; balance, payment of Township share of County debt.
	Albemarle, Eastnor, Lindsay and Bury St. Edmunds	1,951 65		1,951 65	Improving roads, cutting down hills and building bridges.
	Amabel	5,046 66	191 78	5,238 44	Half to be paid to County for debt for railway and gravel road improvement; balance, cutting down hills and grading certain roads.
	Arran	10,568 64	407 15	10,975 79	$7,000 gravelling and improving certain roads specified in By-law; balance, payment of gravel road and railway indebtedness.
	Bruce	10,524 00		6,236 17	To be divided amongst the School Sections for building and improving Schools.
	Elderslie	7,825 82		5,190 55	Building and improving School Houses.
	Paisley Village	2,516 33			No By-law.
	Saugeen Township	5,088 60	158 21	5,246 81	Payment of Debentures issued to build bridges.
	Southampton Village	2,398 91	64 63	2,463 54	$700 to pay for aid granted to Wellington, Grey and Bruce Railway; $400 to build Town Hall; balance to pay Harbour Debentures.
	Walkerton, Town of	3,075 50	163 85	3,239 35	$2,500 to redeem School Debentures; balance to pay for Public Park.
	Port Elgin	2,122 24	72 96	2,195 20	To pay off School Debentures.
Carleton	Fitzroy Township	6,850 00		1,719 00	Improvement of roads and building bridges.
	Goulburn	6,468 00	473 13	6,941 13	To be invested and interest applied to educational purposes.
	Gower, North	5,054 00			No By-law.
	Huntley	5,268 00		5,321 00	Improving roads and building bridges, &c.
	March	2,691 00		1,500 00	$250 to build bridge over Edge's Creek; $250 to open two roads; $1,000 to build a brick Town Hall.
	Marlborough	4,520 00			No By-law.
	Nepean	10,138 00		8,551 73	$6,000 to take stock in Ottawa and Nepean Gravel Road Company; balance to improve certain roads, cut down hills, and make bridges and plank side walk.
	Richmond Village	974 00	55 39	1,029 39	$650 to build a bridge over Goodwood River; balance to repair bridge known as Malborough Bridge.
	Torbolton	1,502 00		1,500 00	To open up, make and improve by bridging, ditching and blasting rocks certain specified roads.
	Gloucester	9,570 00	421 84	9,991 84	Building Town Hall, improving roads, building bridges, and making side walks.
	Osgoode Township	8,534 00		6,000 00	Macadamizing road from Village to Ottawa.
	New Edinburgh Village	1,192 00	48 24	1,240 24	$600 draining the Village.

Interest is only calculated when the account is closed.

Municipal Loan Fund.—Surplus Distribution.

County or District.	Municipality.	Amount of Claim on 5th Feb., 1874.	Interest on Claim to date when paid off.	Payment to 1st Nov., 1875.	OBJECTS.
		$ cts.	$ cts.	$ cts.	
Dundas County	Iroquois Village	1,562 00	136 30	1,698 30	Building Market House and Village Hall.
	Matilda Township	9,534 00	.....	5,000 00	$1,000 for improvement of roads, building bridges, and drainage in each quarter of the Township; balance to build Macadamized roads.
	Morrisburg Village.....	2,312 00	83 48	2,395 48	Macadamizing and draining certain streets in the Village.
	Mountain Township	6,518 00	.....	3,050 00	Purchasing gravel pit, macadamizing, gravelling and improving roads, building bridges, &c.
	Williamsburg	9,448 00	.....	6,400 00	$1,500 to purchase gravel pit for road improvement; $4,950 to improve roads.
	Winchester	8,180 00	.....	6,825 00	$1,100 gravelling roads; $2,000 for bridge across the Nation River; $2,000 to pay debt for bridge across same river; balance improving roads and bridges.
Elgin County	Aldborough Township	8,172 46	.....	3,695 00	$3,695 to pay indebtedness for the two last years for aid granted to the Canada Southern Railway.
	Dunwich	8,695 94	.....	2,754 00	Reduction to pay indebtedness for aid granted to the Canada Southern Railway.
	Southwold.....	12,958 00	.....	3,990 00	$3,990 to pay indebtedness for aid granted to the Canada Southern Railway.
	Byham	11,403 23	.....	.....	$1,733 to pay indebtedness for year 1875, for aid granted to Canada Southern Railway; $2,970 54 to pay Debenture No 8, issued to build Port Burwell Plank Road.
	Dorchester, South	4,827 48	.....	1,670 00	To be invested and the interest and part of the principal to be applied yearly in paying indebtedness for aid granted to Canada Southern Railway.
	Malahide	10,874 11	.....	6,398 04	$2,500 improving two roads; $2,600 to pay Debentures issued to improve Port Bruce Harbour; $400 to buy land for Agricultural Society; $3,000 to improve and gravel specified roads.
	Aylmer Village	2,072 26	49 38	2,121 64	Completing Jubilee Hall, Market House, fences, &c.
	St. Thomas Town	15,488 10	579 01	16,067 11	Construction of Water Docks.
	Yarmouth Township.....	12,967 29	.....	8,209 00	Payment of Township's share of indebtedness for aid granted to Southern Railway.
	Vienna Village	1,382 26	.....	.....	No By-Law.
Essex County	Amherstburg Town	2,666 01	91 93	2,756 94	Reduction of debt for aid granted to Canada Southern; balance reduction of debt caused by taking Stock in Amherstburg and Talbot Plank Road Company.
	Anderdon	2,608 58	84 64	2,693 22	$1,381 to pay share of debt for aid granted to Canada Southern Railway; $400 to build lock-up, and balance making drains.

	Colchester	4,019 58	131 07	4,150 65	$1,000 to build brick Town Hall in the Village of Harrow; balance gravelling roads.
	Gorfield	4,121 45	152 00	4,273 45	$1,000 to buy land for public park; balance drainage.
	Maidstone	2,828 83	119 62	2,948 45	$800 to build Public Hall; balance building bridges and making drains, as specified.
	Malden	2,155 70	.....	1,724 56	$431 14 for each of five School Sections, No. 3 being a Separate School.
	Mersea	4,471 10	.....	2,037 00	Building bridges, cutting out and clearing roads; also gravelling certain roads, as specified in the By-law.
	Pelèe	206 48	17 75	224 23	To assist in building Town Hall.
	Rochester	2,962 37	126 33	3,088 70	$1,200 on improvement of roads; $400 improvement of streets in Belle River Village; balance on drainage.
	Sandwich, West	3,066 98	.....	2,500 00	Widening and deepening Cranberry Marsh water course, gravelling the road called Tré Carré.
	Sandwich Town	1,596 83	56 08	1,652 91	$426 83 to pay School Debentures; balance to build drains and gravel streets as specified in By-law.
	Sandwich, East	5,159 40	199 80	5,358 80	Deepening and widening certain creeks, improving draining and opening certain roads.
	Tilbury, West	3,292 75	.....	.....	Deepening for drainage purposes Trembley's and Big Creek.
	Windsor Town	5,854 59	167 87	6,022 46	Section of School House.
Frontenac County	Garden Island	1,524 00	.....	.....	No By-law.
	Kingston Township	8,202 00	.....	.....	No By-law.
	Portsmouth Village	3,404 00	.....	2,250 22	$1,000 to pay indebtedness for aid granted to Kingston and Pembroke Railway; $412 to pay for Town Hall; balance for side walks, filling up lot, building wharf, and grading street.
	Pittsburg	7,124 00	324 00	7,448 00	To purchasing such amount of stock in the Gravel Road Companies mentioned in By-law as will free the roads within the Township owned by that company.
	Howe Island	1,128 00	.....	328 00	$100 to Trustees of School Section 1, 2, and 3 for improvements.
	Storrington	5,764 00	.....	1,700 00	$1,200 to build Court House; $500 building and improving bridges.
	Wolfe Island	5,474 00	.....	5,403 00	Building gravel roads, erecting public scales, and making bridges and culverts.
Grenville County	Oxford Township	21,763 04	.....	4,460 00	$4,500 to buy land and build Town Hall; to be set apart for educational purposes, viz., building and improving School-houses.
	Edwardsburg	10,834 00	.....	4,300 00	To be invested and the interest applied to educational purposes.
	Augusta	10,326 00	.....	.....	To be invested and interest applied to educational purposes in proportion to salaries of School Teachers.
	South Gower	2,046 00	.....	100 00	Building bridges, improving roads and draining lands.
	Kemptville Village	4,926 15	147 80	5,073 95	Building Town Hall, Engine House, and lock-up; also indebtedness for other permanent works.
	Wolford	5,100 00	195 16	5,295 16	To pay debt incurred in building and improving School-houses.
	Merrickville Village	1,846 00	43 00	1,889 00	To pay for new School-house and premises.
Glengarry County	Charlottenburg	12,662 00	.....	.....	No By-law.
	Kenyon	9,902 00	421 85	10,323 85	Payment of indebtedness caused by granting aid to Ottawa Junction Railway.
	Lancaster	8,830 00	.....	2,500 00	Construction of roads and bridges.

Municipal Loan Fund.—Surplus Distribution.

County or District.	Municipality.	Amount of Claim on 5th Feb., 1874.	Interest on Claim to date when paid off.	Payment to 1st Nov., 1875.	OBJECTS.
		$ cts.	$ cts.	$ cts.	
Glengarry County ..	Lochiel	9,651 00	312 09	9,966 09	Reduction of indebtedness caused by granting aid to Ottawa Junction Railway.
Grey County	Artemesia	6,968 00	227 62	7,195 62	$800 to build Town Hall; balance for construction of roads and bridges.
	Bentinck	9,110 00	276 61	9,386 61	To pay indebtedness incurred for building bridge; also for construction of new bridges and other local improvement.
	Durham Town.....	1,642 00	63 65	1,705 65	$850 for new side walks; balance to build Town Hall.
	Egremont	7,898 00	.....	5,420 65	To be divided in equal portions amongst the School Sections, to build and improve School Houses.
	Glenelg	7,468 00	237 03	7,705 03	Grading, gravelling, ditching, chopping out, grubbing roads.
	Melancthon	4,086 00	170 04	4,256 04	$2,436 28 to pay railroad indebtedness for the year; $1,032 14 to pay gravel road indebtedness; $617 58 to build Town Hall.
	Normanby	11,126 00	402 58	11,528 58	$1,260 for two bridges; $1,100 for Town Hall in Ayton; balance for permanent improvement in the four wards of the Township.
	Osprey	6,066 00	251 78	6,317 78	To pay indebtedness caused by granting aid to Toronto, Grey and Bruce Railway.
	Proton	4,368 00	.....	2,500 00	$500 to each of the five divisions of the Township for improving roads; balance to pay instalment of debt for aid granted to Toronto, Grey and Bruce Railway.
	Collingwood Township	7,152 00	211 30	7,363 30	Improvement and opening up of roads.
	Derby.....	3,892 00	150 34	4,042 34	$300 on improvement of highways; balance to pay arrears of indebtedness, and county rate for the year 1874.
	Euphrasia	5,798 00	180 28	5,978 28	To pay debentures issued in aid of North Grey Railway.
	Keppel	4,348 00	140 14	4,488 14	$2,000 to be paid to County for gravel road, built in Township of Keppel; balance on improvement of roads.
	Owen Sound Town.....	6,738 00	.....	6,388 00	Making side walks and planting shade trees.
	Sarawak Township.....	1,360 00	39 75	1,399 75	Grading, ditching and clearing roads and building bridges.
	St. Vincent	9,948 00	238 93	10,186 93	Construction of Meaford Harbour.
	Sullivan.....	6,302 00	.....	5,300 00	$5,300 for grading and gravelling certain roads; balance building Town Hall in Village of Disboro'.
	Sydenham.....	8,022 00	.....	1,600 00	$800 to each of School Sections Nos. 1 and 3; balance to pay indebtedness for aid granted to Gravel roads, and Toronto, Grey and Bruce Railway.
	Holland	6,498 00	209 00	6,707 00	Opening good roads to stations on Toronto, Grey and Bruce Railway; balance payment of gravel road debt.
Haldimand County..	Caledonia Village	2,492 00	84 65	2,576 65	To pay indebtedness caused by granting aid to Hamilton and Lake Erie Railway.

	Cayuga, South	1,944 00	144 68	2,058 68	To build Town Hall.
	Cayuga, North	4,024 00		400 00	$400 to pay debt for building Lormes Creek bridge; balance to be invested for educational purposes.
	Cayuga Village	1,606 00	46 63	1,652 63	Ditching, grading and macadamizing Cayuga and Talbot streets.
	Dunn	2,098 00	85 35	2,183 35	To be divided amongst the five School Sections for School improvement and School indebtedness.
	Oneida	6,366 00		5,772 03	To pay indebtedness caused by granting aid to Hamilton and Lake Erie Railway.
	Rainham	4,134 00			By-law not in compliance with terms of School Act.
	Seneca	6,564 00	502 65	7,066 65	Reduction of indebtedness caused by granting aid to the Hamilton and Lake Erie Railway.
	Walpole	10,954 00		4,520 00	$2,000 to repair Hamilton and Port Dover road; $2,520 to pay instalment of indebtedness for year, for aid granted to Hamilton and Lake Erie Railway Company.
	Canborough	6,350 18			To distribute the interest on allowance amongst the School Sections as permitted by law.
	Moulton and Sherbrooke	11,986 12			To create fund for educational purposes.
	Dunnville Village	9,355 56	300 84	9,630 40	Making streets, building Engine-house and retiring two Debentures issued for School purposes.
Halton County	Esquesing Township	10,888 00			No By-law.
	Acton Village	1,390 00	53 93	1,443 93	Grading and gravelling streets, building bridges and planting shade trees.
	Georgetown Village	2,564 00		764 00	$2,000 to pay School Debentures; $300 for two stone water tanks; $264 stumping and gravelling King and Queen street.
	Milton Village	1,782 00	60 53	1,842 53	Payment of indebtedness caused by granting aid to Credit Valley Railway.
	Nassagaweya	5,928 00		892 50	Payment of instalments of indebtedness caused by granting aid to Credit Valley Railway.
	Oakville Village	5,368 00	128 26	3,496 26	Improvement of Harbour.
	Nelson Township	7,738 00			No By-law.
	Burlington Village	1,500 00	62 67	7,562 67	Erection of a Public School.
	Trafalgar	10,054 00	813 37	10,867 37	To be invested and applied to educational purposes.
Hastings	Belleville Town	8,102 49	*193 10	8,294 92	Payment of debt incurred for building Town Hall and Market, and buying site for same.
	Sidney	1,119 80			No By-law.
	Trenton Village	382 06			Gravelling streets of Village.
	Hungerford	985 56			No By-law.
	Thurlow	1,103 20	45 78	1,148 98	Payment of debt for building Township Hall.
	Tyendinaga	1,427 20	73 72	1,500 92	Construction and improvement of roads and bridges.
	Millpoint Village	183 80			Erection of Public School-house in the Village.
	Carlow and Mayo	60 62	2 28	62 90	Opening a permanent road between 5th and 6th Concessions in Carlow, at lot 15, 16, 17, 18 and 19.
	Elziver and Grimthorp	296 33	11 15	307 48	Gravelling road leading from Bridgewater to Queensborough.
	Faraday and Dungannon	94 88		94 88	Improvement of roads and bridges.
	Herschel, Monteagle, McClure, Wicklow and Bangor	197 83			No By-law.

* Belleville still owes 67 cts. interest.

Municipal Loan Fund.—Surplus Distribution.

County or District.	Municipality.	Amount of Claim on 5th Feb., 1874.	Interest on Claim to date when paid off.	Payment to 1st Nov., 1874.	OBJECTS.
		$ cts.	$ cts.	$ cts.	
Hastings	Huntington	606 90			$600 to be expended on improving roads specified in By-law.
	Madoc	740 08	19 36	759 44	Erection of a Town Hall.
	Marmora and Lake	361 42	15 24	376 66	Construction of bridge.
	Rawdon	785 54	34 64	820 18	To pay interest on Debentures issued in aid of Grand Junction Railway.
	Stirling Village	165 72	4 80	170 52	To be applied towards the payment of new High and Common Schools.
	Tudor, Wollaston, Limerick and Castel	224 44	16 39	240 83	Improvement of public roads.
Huron County	Goderich Township	16,458 44			No By-law.
	Hay	17,583 01		16,200 00	To redeem Railway and South Boundary Debentures; balance improving roads.
	Stanley	13,873 64		1,000 00	$10,000, improvement of Bayfield Harbour; gravelling side line between lots 15 and 16 from Lake road to 6th and 7th concession.
	Stephen	17,378 10	549 93	17,928 03	$13,350, extending leading roads; balance to pay gravel road debt.
	Tuckersmith	16,840 88	1,023 71	17,864 59	To be invested and applied to educational purposes.
	Osborne	16,167 00		6,000 00	To pay indebtedness incurred for gravel road and bridges.
	Ashfield	17,532 92	480 40	18,013 32	$10,000 to pay debentures issued in aid of Wellington, Grey and Bruce Railway; balance making gravel roads.
	Clinton Village	9,178 45		6,930 00	To pay indebtedness for Schools, Public Hall and site for the same.
	Colborne	11,058 97	528 03	11,387 00	Improvement of Roads.
	*Grey	16,367 37	130 23	16,497 60	To reduce indebtednes caused by granting aid to the Wellington, Grey and Bruce Railway.
	Howick	29,026 27		24,713 01	To reduce indebtedness by paying off Debentures issued in aid of the Toronto, Grey and Bruce, and Wellington, Grey and Bruce Railways.
	Hullett	16,745 27			No By-law.
	Morris	16,262 76	628 41	16,891 17	To redeem Debentures issued in aid of Wellington, Grey and Bruce Railway.
	McKillop	17,337 15		16,000 00	$4,000, making roads; balance to be invested and interest applied to educational purposes.
	Seaforth Town	6,228 24		1,000 00	$500, grading and making side walks; $150 making street, and $350 drainage.
	Turnbury	14,573 58	349 34	14,922 92	To pay Debentures issued in aid of Toronto, Grey and Bruce Railway.
	Wawanosh, East	12 069 51			No By-law.
	Wawanosh, West and Lucknow	12,511 14	232 22	12,743 36	Redemption of Debentures issued in aid of Wellington, Grey and Bruce Railway.

	Brussels Village	2,913 76		600 00	$600 for lumber for Town Hall and street improvement; $2,550 to pay for construction of Town Hall, and Market House.
	Exeter	3,856 21	119 90	3,976 11	Building a Public School.
	Lucknow	1,056 73		757 75	Grading and gravelling certain streets and putting in culverts.
Kent County	†Chatham Township	10,072 00	43 00	10,115 00	$8,272 for gravelling Chatham and Camden road; $1,800 granted to Village of Wallaceburg.
	Dover	6,630 00	269 09	6,899 09	$2,000 for erecting Town Hall; $3,000 for certain roads; $1,100, drainage, and $530 for bridges, &c.
	Harwich	11,948 00	504 31	12,452 31	$1,324 for street improvement in Village of Blenheim; $10,624, improving roads, &c., in different wards.
	Raleigh	8,162 00		7,000 00	$5,834 16 on improvement of roads; $2,387, enlarging Raleigh Plains drains.
	Romney	1,422 00	58 42	1,480 42	Improvement of certain specified roads.
	Tilbury, East	3,692 00		1,425 00	$2,000 to build Town Hall; $1,232 to pay road indebtedness; balance to improve road.
	Zone	2,166 00	114 41	2,280 41	Redemption of drainage Debentures.
	Camden and Gore	5,458 00	209 25	5,667 25	Improving roads.
	Dresden Village	1,532 00	45 28	1,577 28	Building Town Hall and lock-up.
	Thamesville Village	1,200 00	34 92	1,234 92	Building Water Tanks and improving streets of Village.
	Orford Township	6,226 00		6,224 00	Gravelling and improving roads.
	Howard	9,024 00		6,150 00	$400, Building for Agricultural Society; $500 to repair Town Hall at Ridgetown; $100 to repair Morpeth Town Hall; $8,024 on roads, &c.
	Bothwell Village	1,990 00		750 00	To Grant $750 towards the erection of Foundry in the Town.
Lambton County	Bosanquet	8,262 88	257 33	8,520 21	Grading and improving roads and building bridges.
	‡Brooke	4,762 20	139 65	4,901 65	$1,400 to erect Town Hall in Village of Alvinstone; balance constructions of bridges and gravel road.
	Enniskillen	2,867 08	90 33	2,957 41	$2,000 for building bridges, $867 for ditching and grading roads; balance, payment of debt for building bridges.
	Moore	7,501 68	220 57	7,722 25	Improvement of roads and drainage.
	Oil Spring Village	1,033 88	69 09	1,102 97	To pay debt of County of Lambton; balance to repair Schools.
	Petrolia Town	4,974 22	217 20	5,191 42	$1,300, gravelling certain streets; balance to pay Debentures issued for permanent works.
	Plympton	7,991 42	218 25	8,209 67	Improvement of certain roads.
	Sarnia Township	6,450 92	193 48	6,644 40	$2,805 18 to pay debt for permanent works; balance improving certain roads and buying gravel pit.
	Sarnia Town	5,495 84	189 71	5,685 55	$2,700 for right of way to open out Front street; $1,000 to open Richard and Elizabeth streets; $2,000 for draining wards of Town.
	Warwick	7,186 46	203 03	7,389 49	$2,500, building bridges; balance gravelling and improving roads.
	Sombra	6,374 00		5,234 28	Clearing-up and draining roads, making breakwater to protect St. Clair River Road, and planting permanent Stone Monument on base line.
	Dawn	2,094 00		1,675 00	$16,94 to build Township Hall; balance to construct to roads.
	Euphemia	4,484 50	154 55	4,639 05	$3,670 to pay debt and build bridge over Sydenham River; $965 to construct Town Hall.

*Grey is still entitled to $717 42 interest. †Chatham Township is still entitled to $411 88 interest. ‡Brooke Township owed 20 cts. interest.

Municipal Loan Fund.—Surplus Distribution.

County or District.	Municipality.	Amount of Claim on 5th Feb., 1874.	Interest on Claim to date when paid off.	Payment to 1st Nov., 1875.	OBJECTS.
		$ cts.	$ cts.	$ cts.	
Lambton County ...	Forest Village	1,311 51	.....	1,250 00	$600 to make drains on Prince, King and Main streets; $175 to sink well for fire purposes; $475 to make side walks on Prince, King and Main streets.
	*Wyoming Village	1,255 28	29 54	1,283 94	Improving, by gravelling and draining streets of the Village.
	Watford Village	988 84	29 92	1,018 76	To build Town Hall and lock-up.
Leeds County	Bastard and Burgess	7,080 00	.....	.....	No By-law.
	Crosby, North	4,254 00	.....	.....	$1,500 to improve roads.
	Crosby, South	4,108 00	.....	3,600 00	Construction of road between Village of Norton and Singleton's Corners.
	Escott.....	2,780 00	173 09	2,953 09	$1,000 to pay debt for building Town Hall; balance to be invested in Mortgages and interest applied to educational purposes.
	Elmsley	2,482 00	109 21	2,591 21	Improving roads, and repairing Town Hall, and building Public School.
	Kitley.....	5,740 00	.....	5,000 00	To build School-houses and improve roads.
	†Lansdown and Leeds, Front..	7,520 00	.....	7,520 00	Making Macadamized and gravel roads.
	‡Lansdown and Leeds, Rear...	4,726 00	....	4,725 25	Grading and making gravel roads.
	Young	3,342 00	.....	.....	No By-law.
	Gananoque Village.....	4,040 00	258 28	4,298 28	Building and improving gravel streets.
	Young and Escott, Rear	3,582 00	.....	.....	No By-law.
Lennox County	Adolphustown	1,512 00	92 16	1,604 16	To be invested and interest applied to educational purposes.
	Fredericksburg, North	3,444 00	200 03	3,644 03	Payment of Township's share of County Debt.
	Richmond	6,862 00	261 32	7,123 32	Reduction of debt for gravel roads and permanent improvements.
	Fredericksburg, South	2,994 00	....	.....	No By-law.
	Amherst Island	2,378 00	104 56	2,482 56	Reduction of indebtedness caused by building Schools.
	Bath Village.....	1,202 00	66 68	1,268 68	Reduction of indebtedness caused by building Schools.
	Earnestown	8,466 00	465 05	8,931 05	Payment of share of County indebtedness.
	Napanee Town	5,934 00	156 87	6,090 87	Payment of debt incurred for permanent works
Lincoln County	Caistor	4,332 00	.....	1,692 60	$850 to build Town Hall; balance to be set apart for educational purposes.
	Clinton Township	3,961 65	.....	3,327 11	$600 to pay for ground for Agricultural Society; $400 for Beamsville Cemetery; balance to repair and macadamize roads, and build bridges and culvert.
	§Gainsborough.....	6,032 00	.....	6,032 00	To be applied to educational purposes, and distributed in proportion to actual salaries paid to School Teachers.

	Grimsby	4,447 25	155 66	4,602 91	$300 and interest to build School-house; $1,500 to gravel Wolverhampton Mountain road; balance to improve Grimsby and Smithville roads.
	Grantham	5,595 02	.....	.....	No By-law.
	Louth	2,695 70	.....	.....	No By-law.
	Niagara Township	2,980 51	.....	.....	To form fund for educational purposes.
	Port Dalhousie Village	1,539 39	.....	.....	No By-law.
Middlesex County ..	Adelaide Township	7,064 57	382 25	7,446 82	Reductions of indebtedness caused by building gravel roads.
	Caradoc	12,300 41	.....	10,026 00	$10,938 41 to grade and gravel Adelaide road; 700 to improve Mincey road; 1,000 to grade and gravel Town line between Ekfrid and Caradoc.
	Delaware	6,127 17	.....	4,400 00	$2,000 building bridges; $500 drainage; balance gravelling and improving roads.
	Dorchester, North	9,998 20	549 20	10,547 40	Payment of Township's share of debt for public works.
	Ekfrid	7,754 30	.....	5,850 00	$2,300 grading and gravelling Ekfrid and Mosa Town line; $3,550, grading and gravelling Cross road No. 12; $2,000 for Town line between Ekfrid and Caradoc.
	Lobo	8,436 67	507 34	8,944 01	Payment of Township's share of County debt,
	London Township	26,691 70	1,824 52	28,516 22	do do do
	Metcalf	5,947 48	283 59	6,231 07	do do do
	Mosa	6,282 57	249 83	6,532 40	$2,400, ditching and grading roads; $5,300 building and improving gravel roads; balance building bridges.
	Newbury Village	1,474 10	.....	1,374 10	Purchasing a Town Hall, building water tanks, build lock-up and drainage.
	Nissouri, West	8,647 95	.....	7,200 00	$4,000 to build bridge over the Thames; balance gravelling and improving roads.
	Westminster	15,508 46	837 02	16,345 48	Payment of Township's share of County debt for permanent works.
	Williams, West	6,207 30	192 38	6,399 68	Improvement of roads, &c.
	Park Hill Village	2,115 23	60 06	2,175 29	Grading and gravelling street.
	Biddulph	6,714 00	296 15	7,010 15	Payment of part of the debt of County of Huron for permanent work.
	Lucan Village	1,682 00	54 95	1,736 95	Build brick additions to School-house.
	McGillivray	9,316 00	296 07	‖9,712 07	$3,210 to pay debt for gravel roads; balance to build Town Hall and pay for bridge and gravel roads.
	Williams, East	6,928 58	373 95	7,302 53	To pay Township's share of County debt.
	Strathroy Town	7,848 98	364 14	8,213 12	$5,000, grading and gravelling Mount Bridges road and erection of brick Engine-house and Council Chamber.
	Wardsville Village	1,309 00	65 44	1,374 44	$850, repairing and enlarging School-house and Town Hall, and building water tanks; balance building gravel roads.
Norfolk County	Charlotteville	8,194 00	.....	.....	$1,190 16 to repair and build bridges, improve roads and cut-down hills as specified in By-law.
	Houghton	4,236 00	.....	.....	No By-law.
	Walsingham	10,580 00	.....	10,300 00	Gravelling and repairing centre Town line.
	Middleton	4,830 85	211 15	5,042 00	$1,200 to pay for repairing Town Hall and Agricultural grounds; balance improving roads.
	Townsend	10,948 00	.....	.....	No By-law.

*Wyoming Village owed 88 cts. interest. †The Township of Leeds and Lansdown Front has drawn no interest, which amounts to $377 35. ‡Leeds and Lansdown Rear owed 75 cts. principal, $245 41 interest, total $246 16. §Gainsborough has since 1st November received $509 interest and the account is closed. ‖Subject to a refund of $100.

Municipal Loan Fund.—Surplus Distribution.

County or District.	Municipality.	Amount of Claim on 5th Feb., 1874.	Interest on Claim to date when paid off.	Payment to 1st Nov., 1875.	OBJECTS.
		$ cts.	$ cts.	$ cts.	
Ontario County	Brock	15,783 37	300 52	16,083 89	Redemption of Debentures issued in aid of Toronto and Nipissing Railway.
	Oshawa Township	6,370 00	.....	.....	No By-law.
	Mara	5,394 00	118 45	5,512 45	Grading and gravelling Centre road.
	Pickering	14,750 00	.....	6,100 00	$7,000 to assist Pickering Harbour Company in building Harbour; balance grading and gravelling certain roads and building bridge.
	Rama	1,808 00	53 71	1,861 71	Improvement of roads as specified.
	Reach	10,618 00	.....	2,780 00	Redemption of Debentures issued in aid of Port Whitby and Port Perry Railway.
	Port Perry Village	3,000 00	55 89	3,055 89	Completion of Town Hall and payment of debt on the same.
	Scott	6,636 69	131 71	6,768 40	Redemption of Debenture issued in aid of Toronto and Nipissing Railway.
	Thorah	25,930 00	.....	24,705 63	$3,930 for grading roads and building Bridges; 22,000 to redeem Debentures issued in aid of Midland Railway.
	Whitby Town	5,464 00	.....	.....	Erection of School-house in the Town.
	*Uxbridge Township	11,591 91	178 05	11,769 96	$952 17 to erect a Town Hall; $10,639 80 to redeem Debentures issued in aid of Toronto and Nipissing Railway.
	Uxbridge Village	3,365 46	107 64	3,473 10	Improving water works of Village and paying debt for same; also buying site for building for water works.
	Whitby Township	6,440 00	.....	2,753 00	$3,600 to build certain bridges; $2,850 to pay for aid granted to Port Perry Railway; $60 to gravel road.
	Whitby Township, East	6,822 00	.....	.....	No By-law.
	Scugog	1,760 00	70 59	1,830 59	$445 to repair bridges and cut-down hill; balance to pay off Debentures issued in aid of Port Whitby and Port Perry Railway.
Oxford County	Blandford	3,767 60	200 75	3,968 35	Payment of Debentures issued in aid of Credit Valley Railway.
	Blenheim	12,004 33	.....	5,525 00	Building and repairing roads.
	Dereham	9,034 00	423 56	9,457 56	Payment of Debentures issued to purchase stock in the Ingersoll and Dereham Gravel Road Company.
	Tilsonburg	2,642 00	100 24	2,742 24	Establishment of Water Works.
	Nissouri, East	6,882 17	199 85	7,082 02	Payment of Debentures issued to build gravel roads and in aid of School Sections.
	Oxford, East	4,897 10	.....	.....	To pay Township's share of debt for aid granted to Credit Valley Railway.
	Oxford, North	3,480 53	152 59	3,633 12	Improving roads and building bridges.
	Oxford, West	5,261 09	.....	.....	$880 to pay interest for present year (1875) on debt, for aid granted to Credit Valley Railway.

	Zorra, East	8,666 48	.....	2,391 10	$2,391 10 to pay instalment of aid granted to Credit Valley Railway.
	Zorra, West	6,379 34	.....	5,531 48	Improving roads and building bridges.
	†Ingersoll Town	7,546 36	378 92	7,915 38	Redemption of Debentures issued in aid of permanent works.
	Embro	908 19	.....	.....	No By-law.
Peel County	Albion Township	13,785 43	450 81	14,236 24	Redemption of Debentures issued in aid of Toronto, Grey and Bruce Railway.
	Caledon	16,320 00	31 12	16,351 12	Redemption of Debentures issued in aid of Toronto, Grey and Bruce Railway.
	Chinguacousy	12,258 00	738 70	12,996 70	To be invested for educational purposes.
	Toronto Township	11,948 00	1,014 70	12,962 70	do do do
	Toronto Gore	3,118 00	.....	.....	No By-law.
	Brampton Village	4,180 00	.....	.....	No By-law.
	Streetsville Village	1,234 00	.....	490 00	$230 for bridge over Credit River; $260 for bridge over Mullet Creek.
	Bolton Village	1,938 00	.....	1,524 65	$1,000 to build School-house; balance, gravelling streets of Village.
Perth County	St. Mary's Town	18,764 55	.....	15,231 00	$6,500 to pay debt to County of Perth; $4,500 to redeem Debentures; $1,325 improving roads and side walks.
	Wallace Township	5,454 54	142 69	5,597 23	Redemption of Debentures issued in aid of Wellington, Grey and Bruce Railway.
Peterborough County	‡Peterborough Town	1,244 00	.....	.....	Building a bridge across the Otonabee River.
	Ennismore	2,208 00	80 91	2,288 91	$828 to build new Town Hall; balance, grading and gravelling roads and cutting down hills.
	Monaghan, North	2,324 00	.....	1,705 00	Buying gravel pit, building bridges and gravelling roads.
	Smith	6,336 00	.....	5,959 00	Improving certain roads; $188 90 to buy gravel; balance to aid in building School-houses.
	Ashburnham	2,394 00	.....	2,100 00	$1,200 to pay off School Debentures; balance for extending School building.
	Asphodel	6,494 00	.....	4,575 00	$2,500 to build Town Hall in Village of Norwood; $2,650 to improve certain roads.
	Belmont and Methuen	3,150 00	110 64	3,260 64	Improvement of roads.
	Douro	5,252 00	.....	5,189 88	Making general road improvement; building one School-house and paying indebtedness of another.
	Dummer	3,902 00	.....	2,744 75	$225, making side walks in Village of Warsaw; $100 for putting in stone foundation to Town Hall; balance, grading and improving roads.
	Otonabee	7,984 00	.....	2,600 00	$3,000 and one year's interest for building Town Hall in Village of Keene.
	§Burleigh, Anstruther and Chandos	1,300 00	39 00	1,339 00	$200 for Town Hall; balance, improving roads.
	‖Cardiff, Monmouth and Glamorgan	192 00	10 46	152 46	To open up roads; repairing roads and bridges.

*Uxbridge Township has yet to receive $93 33 interest. †Ingersoll has yet to receive $9 90 and interest. ‡This credit to the Town of Peterborough is in consequence of a portion of the Townships of Smith, Monaghan and Douro having been incorporated into the Town. §$41 interest still payable to Burleigh and Anstruther. ‖$50 given to Glamorgan by Snowdon not yet extended.

Municipal Loan Fund.—Surplus Distribution.

County or District.	Municipality.	Amount of Claim on 5th Feb., 1874.	Interest on Claim to date when paid off.	Payment to 1st Nov., 1875.	OBJECTS.
		$ cts.	$ cts.	$ cts.	
Peterborough County	*Dysert and others	1,310 00	44 68	1,353 67	Repairing roads and opening up new roads.
	Galway and Cavendish	1,042 00	33 92	1,075 92	Repairing roads and bridges and opening up new roads.
	Harvey	1,340 00	52 31	1,392 31	Opening up and improving roads and bridges.
	Minden	1,594 00	44 81	1,638 81	$80 to buy site for Public Building; $514 to build Town Hall; balance for roads and bridges.
	Stanhope and Sherburn	6,200 00	21 91	641 91	Making and repairing roads and bridges.
	Snowdon	748 00	29 69	777 69	Opening up new roads and repairing old ones.
Prescott	Alfred Township	3,394 00	182 66	3,576 66	Improvement of certain roads and bridges.
	Hawkesbury, East	9,222 00	.....	6,312 00	$4,617 for roads and bridges; $200 for Telegraph Line; $1,400 for Town Hall; $3,500 to pay share annually of County Buildings.
	Hawkesbury, West	3,954 00	160 43	4,114 43	$2,200 to build High School in Village of Vankleekshill; balance, making roads and repairing bridges.
	Hawkesbury Village	3,342 00	92 00	3,434 00	Payment of debt incurred for building Central School.
	Longueil	3,070 00	.....	3,193 02	Gravelling and repairing certain roads.
	Plantagenet, North	6,000 00	.....	4,941 24	Improvement of roads and bridges specified.
	Plantagenet, South	3,150 00	167 40	3,317 40	Improvement of roads and bridges.
	Caledonia Township	2,562 00	.....	2,300 00	$1,500 to improve main road from Caledonia Spring; balance on roads and bridges throughout the Township.
Prince Edward County.	Ameliasburg	6,608 00	.....	5,122 00	$3,750 to build Town Hall and make fence round same; $1,372 to pay share for County Buildings.
	Athol	3,480 00	274 37	3,754 37	$574 share of cost of County Buildings; balance to form a School Fund.
	Hillier	4,448 00	.....	1,000 00	$1,000 to pay share of cost of County Buildings; $500 alteration of Court House; $500 roads and bridges; $500 for building Township Hall; balance for educational purposes.
	Hallowell	7,108 00	.....	1,618 09	$1,618 to pay share of County Buildings.
	Marysburg, South	4,280 00	305 83	4,585 83	$544 to pay share of cost of County Buildings; balance to be invested for educational purposes.
	Marysburg, North	3,588 00	229 49	3,817 49	$416 to pay debt for Town Hall; $558 share of cost of County Buildings for 1874; $2,000 invested for educational purposes; balance, improvement of roads and bridges.
	Picton	4,722 00	.....	487 00	$487 to pay share of debt for County Buildings.
	Sophiasburg	5,404 00	369 76	3,773 76	$1,351 85 share of cost of County Buildings; balance, buying lot and building Town Hall in Demorestville.
	Wellington	1,034 00	.....	.....	No By-law.

Russell County	Cambridge	1,538 00	54 85	1,592 85	Making and opening roads, building bridges and draining lands.
	Clarence	5,332 00	170 06	5,502 06	do do do do
	Cumberland	4,844 00	200 94	6,044 94	Opening roads, buildings bridges and approaches thereto and cutting down hills.
	Russell	4,678 00	170 45	4,848 45	Construction of roads and bridges and making permanent improvements.
Simcoe County	Bradford Village	2,260 00	.....	1,300 00	$1,000 to build High School ; balance to build Town Hall.
	Essa	8,442 00	324 91	8,766 91	Improving public roads.
	Gwillimbury, West	6,072 00	.....	.....	No By-law.
	Innisfil	10,960 00	.....	.....	Redemption of Debentures issued in aid of Hamilton and North-Western Railway.
	Mulmur	7,010 00	232 07	7,242 07	$750 to build Court House ; $2,000 construction of bridges : $4,260 cutting down hills.
	Tecumseh	9,456 00	.....	4,901 37	To pay two instalments of indebtedness for aid given to North-Western Railway ; balance to assist Schools.
	Tossorontio	3,140 00	122 17	3,262 17	$2,140 cutting down hills and making roads ; $1,000 for building bridges
	Collingwood Town	5,658 00	170 12	5,828 12	Building brick High and Public Schools.
	Floss	3,512 00	.....	3,140 00	Building bridges and improving roads.
	Medonte	5,082 00	.....	5,082 00	do do do
	Nottawasaga	1,408 00	.....	6,050 00	$4,079 22 and $4,050 to pay instalment of debt for years 1874 and 1875 for aid granted to Hamilton and North-Western Railway.
	Stayner Village	2,000 00	.....	500 00	$500 to improve Main Street ; $1,500 for School Buildings and Town Hall.
	Orillia Village	2,644 00	.....	.....	No By-law.
	Machedash and Orillia	3,788 00	135 73	3,923 73	Improvement and opening up of roads.
	Oro	8,728 00	.....	8,228 00	$7,728 improvement of roads.
	Sunnidale	3,982 00	157 04	4,139 04	Improvement of roads and bridges.
	Tay	3,258 00	.....	2,331 60	Improving and opening roads and building bridges.
	Tiny	6,428 00	155 42	6,583 42	$2,400 to pay debt for Town Hall ; balance, finishing Town Hall and improving roads.
	Vespra	4,154 00	163 56	4,317 56	Improving roads and building bridges.
	Adjala	5,756 00	203 51	5,959 51	$1,000 payment of indebtedness for making roads ; balance, improving and opening roads.
	Mono	14,710 00	417 60	15,127 60	Reduction of indebtedness for aid granted to Toronto, Grey and Bruce Railway.
Stormont County ..	Finch	5,458 00	310 98	5,768 98	Improvement of roads and repairing and building bridges.
	Osnabuck	11,582 00	500 56	12,082 56	Making Gravel roads.
	Roxborough	6,706 00	.....	6,706 00	Making and repairing Nine Mile road.
	Cornwall Township	10,162 00	673 53	10,835 53	$1,000, repairing Town Hall ; balance improving certain roads.
Victoria County	Emily Township	6,430 00	210 75	6,640 75	Repairing and improving roads and bridges.
	†Omemee Village	1,150 00	40 44	1,191 29	Payment for erection of Railway Station, Buildings in Village and other permanent work.
	Mariposa	10,726 00	.....	8,900 00	$4,600 improving gravel roads as specified ; $3,800 to build brick Town Hall ; $500 to assist in building brick High School.

*$1 01 interest still due Dysert. †Overpaid 85 cts.

Municipal Loan Fund.—Surplus Distribution.

County or District.	Municipality.	Amount of Claim on 5th Feb., 1874.	Interest on Claim to date when paid off.	Payment to 1st Nov., 1875.	OBJECTS.
		$ cts.	$ cts.	$ cts.	
Victoria County	Verulam	5,384 00	205 16	5,589 16	$2,000 building Town Hall and lock-up; balance, improvement of roads.
	Bexley	2,608 03	.....	2,589 62	$2,000 for Debentures given in aid of Toronto and Nipissing Railway; balance to be loaned to Schools.
	Carden and Dalton.....	2,054 00	.....	1,964 72	$1,550 on improvement of roads in Carden and $504 on roads in Dalton.
	Eldon	10,885 36	.....	8,735 00	To be apportioned to the different School Sections of the Township in sums stated in By-law; balance for improvement of road.
	Laxton, Digby and Longford ..	3,058 35	134 88	3,193 23	To redeem Debentures issued in aid of Toronto and Nipissing Railway.
	Lutterworth, Anson and Hindon	1,030 00	.....	850 00	Building and repairing roads and bridges.
	Somerville.....	3,778 03	285 16	4,063 19	Payment of debt caused by granting aid to Toronto and Nipissing Railway and Victoria Railway.
	Draper, Ryde and Oakley	1,042 00	34 92	1,076 92	Repairing and making roads and bridges.
	Macaulay	1,736 00	49 15	1,785 15	Improvement of roads and bridges.
	Stephenson	1,010 00	34 50	1,044 50	Improving roads and bridges.
	Fenelon	7,898 00	.....	6,011 05	$898 to redeem Debentures issued for building bridges; $700 for each of ten School Sections to build School-houses, &c.
Waterloo County ...	Dumfries, North.....	7,902 00	.....	7,009 00	To redeem Debentures issued in aid of Credit Valley Railway.
	Galt Town	13,654 00	.....	10,847 49	To pay off or redeem Debentures issued in aid of Galt and Doon Railway, Credit Valley Railway, and Town Hall and Schools.
	Hespeler Village	1,594 00	.....	.....	No By-law.
	New Hamburg Village	2,006 00	.....	2,000 00	Erection of Public School.
	Preston	22,254 00	60 95	22,314 95	Redemption of Debentures issued in aid of Galt and Guelph Railway.
	Waterloo, South ..... } Waterloo, North ..... }	15,676 00	841 77	16,517 77	To be invested for educational purposes.
	Wellesley	11,420 00	.....	11,000 00	To be invested in Debentures or Mortgages and the interest to be applied to paying Teachers' salaries, &c.
	Woolwich.....	11,138 00	.....	8,280 00	Improving and building gravel roads and paying indebtedness for the same.
	Wilmot	11,622 00	.....	2,000 00	Improving and building gravel roads and paying indebtedness for the same.
	Berlin Town.....	21,125 00	.....	13,145 37	$800 to pay debt on Market House; $450 to pay debt on Public School; $52 to erect Separate School; $1,897 37 to buy site and build High School; $525 to make water tanks.
	Waterloo Village	3,188 00	47 94	3,235 94	To buy land and build Town Hall.

Wellington County..	Guelph Township	15,646 94	418 50	16,065 44	$11,000 to redeem Debentures issued in aid of Galt and Guelph Railway; balance to be invested for educational purposes.
	Puslinch	9,028 00	.....	600 09	To be invested and interest applied to educational purposes.
	Elora Village	5,171 82	.....	3,807 13	$2,400 to pay debt for building Market Hall; $2,400 to enlarge Public School; $377 and interest to build water tanks.
	Eramosa	7,516 00	196 23	7,712 23	To pay indebtedness on School-houses and to repair and improve the same.
	Erin Village	10,652 00	.....	.....	No By-law yet approved of.
	Fergus Village	5,513 82	115 54	5,629 36	To redeem Debentures issued in aid of Wellington, Grey and Bruce Railway.
	Garafraxa, West	6,256 00	.....	2,302 25	To reduce indebtedness caused by granting aid to the Credit Valley Railway.
	Garafraxa, East	5,158 00	260 20	5,418 20	To reduce indebtedness caused by granting aid to the Credit Valley Railway.
	Nichol	7,655 82	188 87	7,844 69	Redemption of Debentures issued in aid of Wellington, Grey and Bruce Railway.
	Orangeville Village	5,166 00	212 30	5,378 30	Payment of debt for Sections of High and Public Schools.
	Pilkington	4,616 00	.....	3,769 00	$3,100 to pay a part of the Township's share of County of Wellington debt for aid granted to Credit Valley Railway; balance, building and improving Schools.
	Amaranth	8,386 00	225 39	8,611 39	$5,000 redemption of Debentures issued in aid of Toronto, Grey and Bruce Railway; balance improving roads.
	Arthur	14,002 00	354 79	14,356 79	Reduction of indebtedness caused by granting aid to the Wellington, Grey and Bruce Railway.
	Arthur Village				Included in the above.
	Luther	3,544 00	108 10	3,652 10	Grading, gravelling and improving roads and building bridges.
	Maryborough	17,563 27	427 43	17,990 70	To redeem Debentures issued in aid of Wellington, Grey and Bruce Railway, and to build bridges over the Conestoga River.
	Minto	20,210 71	523 83	24,427 65	Reduction of indebtedness caused by granting aid to Wellington, Grey and Bruce Railway.
	Harristown Village	3,688 11			Reduction of indebtedness caused by granting aid to Wellington, Grey and Bruce Railway.
	Mount Forest	5,740 00	.....	4,558 93	$1,350 to reduce School indebtedness; balance for local improvements.
	Peel	20,215 27	38 16	20,253 43	Redemption of Debentures issued in aid of Wellington, Grey and Bruce Railway.
Welland County	Pelham	5,030 00	365 88	5,395 88	To be invested and interest applied to educational purposes.
	Wainfleet	22,545 00	.....	.....	No By-law.
	Bertie	21,925 96	.....	2,675 00	$2,675 for erection of Town Hall in Village of Ridgeway and slate roof for same.
	Chippewa Village	1,660 57	.....	.....	No By-law.
	Clifton	3,220 00	150 41	3,370 41	Construction of water tanks and purchase of steam fire engine.
	Crowland	2,634 00	.....	.....	To be appropriated for School purposes.
	Fort Erie Village	3,927 04	134 22	4,061 36	Grading, gravelling and making streets and side walks in the Village.
	Humberstone	4,944 00	.....	3,642 00	$3,944 on improving certain roads.
	Port Colborne Village	1,976 00	107 15	2,083 15	$700 making side walks in King and Welland streets, and constructing a bridge across the Back Ditch; $1,100 in draining, and $300 in improving certain streets.

Municipal Loan Fund.—Surplus Distribution.

County or District.	Municipality.	Amount of Claim on 5th Feb., 1874.	Interest on Claim to date when paid off.	Payment to 1st Nov., 1875.	OBJECTS.
		$ cts.	$ cts.	$ cts.	
Welland County	Stamford	5,998 00	153 36	6,157 36	Erection of Town Hall in the Village of Drummondville.
	Thorold Town	3,270 00	253 72	3,523 72	To build a High School.
	Thorold Township	5,002 00	.....	.....	$1,200 to pay for repairs and addition to Township Hall.
	Welland Town.....	2,220 00	67 73	2,287 73	Macadamizing streets.
	Willoughby Township	2,500 00	.....	.....	No By-law.
Wentworth County..	Ancaster	10,010 00	.....	.....	$6,000 to be invested and set apart for educational purposes; balance, improvement and repair of Hamilton and Brantford road.
	Barton	5,730 00	.....	.....	No By-law.
	Binbrooke	3,892 00	.....	1,300 00	To be divided amongst the Common Schools of the Township and applied amongst their support.
	Glanford	4,078 00	301 20	4,379 20	Repair of bridges, culvert, and general improvement of Hamilton and Port Dover Plank road.
	Saltfleet.....	5,566 00	.....	.....	To be invested and applied to educational purposes.
	Beverley	11,606 00	.....	.....	No By-law.
	Flamborough, West	6,826 00	.....	4,500 00	$3,000 to build Township Hall; $2,000 improving roads; balance to be invested for educational purposes.
	Flamborough, East	7,788 00	.....	514 00	$600 to build two bridges.
York County	Aurora Village	2,264 00	.....	.....	Building Town Hall and Market.
	Gwillimbury, East	7,868 00	.....	.....	No By-law.
	Gwillimbury, North.....	4,608 00	.....	1,520 00	$1,520 to pay for two bridges; $1,052 18 and $1,048 16 to pay two Debentures for 1874 and 1875 for aid granted to Simcoe Junction Railway.
	Georgina.....	3,974 00	.....	.....	No By-law.
	Holland Landing Village.....	1,298 00	.....	.....	To pay indebtedness for building High and Public Schools.
	King	14,964 00	1,168 01	16,132 01	To be invested and the interest divided amongst the School Sections, as the law directs, or loaned to School Sections when required for building.
	New Market Village	3,520 00	.....	.....	No By-law.
	Whitchurch	10,028 00	.....	.....	No By-law.
	Etobicoke	5,970 00	.....	3,283 50	$675 for each of the School Sections for building or paying debts owed for building, also $100 for Separate School.
	Vaughan	14,316 00	.....	.....	No By-law.
	Richmond Hill.....	1,682 00	.....	.....	To be invested and interest applied to reduce Public School Tax.
	York Township	20,016 00	1,137 89	21,153 89	$600 for gravelling Town line between York and Scarborough; balance to be invested for educational purposes.
	Markham	16,626 92	.....	.....	To redeem Debentures issued in aid of Toronto and Nipissing Railway.

	Markham Village	2,227 11		530 00	$530 to purchase right of way to open street from Main street to Jerman street.
	Scarborough	10,316 69		8,004 92	Improvement of roads, building bridges and cutting down hills.
	Yorkville Village	4,406 00	173 87	4,579 87	Improving School-house, rebuilding bridge on Avenue road, buying land for erecting a fire-hall and engine-house.
City of	Hamilton	43,083 97			No By-law.
	Kingston	24,814 00	899 19	25,713 19	Payment of Debentures issued for construction of buildings for fire department; balance for construction of sewers.
	Toronto	165,984 08		146,126 00	Construction of sewers and gravel and cedar roads in the City.
Algoma District	Killarney Township	440 00			No By-law.
	Missisaga	426 00			Do
	Spanish River	1,088 00			Do
	Bruce Mines	2,596 00			Do
	Sault Ste. Marie	1,758 00		1,000 00	To grant a bonus of $1,000 for a grist mill.
	Batchewaning	290 00			No By-law
	Kaministiquia	1,006 00			Do
	Michipicoten	456 00			Do
	Neepigon	876 00			Do
	Pic	742 00			Do
	St. Ignace	336 00			Do
Muskoka	Humphrey	704 00	31 18	735 18	Making and improving roads and building bridges.
	Wood and Medora	640 00		260 00	$250 building Schools; $250 improving roads.
	Monck	1,070 00	30 06	1,100 06	Improvement of roads and bridges.
	Morrison	1,202 00	92 91	1,294 91	Construction of bridge across the Kashsheshibegomag river and improving river and improvement of roads.
	Muskoka	964 00	35 39	999 39	$300 for erection of Public Hall; $800 improving roads, filling gullies and making bridges.
	Watt and Cardwell	1,422 00	50 54	1,472 54	Building and improving roads and bridges.
	*Conger, Lake Vernon, McLean, Brunel, Ridout and Franklin	1,010 00			No By-law.
Manitoulin	Manitoulin, East	1,880 00			
	Manitoulin, Centre	400 00			
	†Howland and North half of Sheguiandah	714 00		200 00	Making and repairing roads and bridges.
	†Assiginack and South half of Sheguiandah and South half of Bidwell	614 00			Building roads and bridges and paying indebtedness for Schools
	Manitoulin, West	414 00			
Parry Sound	Ahmic Lake, comprising Townships of Ryerson, Chapman, Croft and Monteith	320 00			No By-law.

*The apportionment of the Townships in this group has not been settled. †Howland and Assiginack are part of Manitoulin Centre, and are the only incorporated Municipalities on the Island. The share of the Townships of the Sub-District of Ahmic Lake and Maganetawan has not been arrived at.

Municipal Loan Fund.—Surplus Distribution.

County or District.	Municipality.	Amount of Claim on 5th Feb., 1874.	Interest on Claim to date when paid off.	Payment to 1st Nov., 1875.	OBJECTS.
		$ cts.	$ cts.	$ cts.	
Parry Sound	Maganetawan	614 00	.....	.....	No By-law.
	Foley Township	532 00	.....	379 83	Repairing roads and bridges, building Schools and purchasing Public Cemetery.
	McKellar	410 00	11 77	421 77	Making roads and bridges.
	McDougal	858 00	25 30	883 30	$500 to pay for Parry Sound Cemetery and improve the same; balance to aid School Sections and open up roads.
	Hagerman	112 00	.....	.....	No By-law.
	Christie	48 00	.....	.....	Do
	Carling	70 00	.....	.....	Do
	Ferguson	74 00	.....	.....	Do

SURPLUS DISTRIBUTION SCHEME.

Summing up of statement of payments, &c., to 1st November, 1875.

	$ cts.
Total amount of Principal paid	2,178,045 59
Do Interest	51,902 54
Total payment Principal and Interest	2,229,948 13
Total amount appropriated under the Act	3,115,736 66
Less payment of principal as above	2,178,045 59
Balance of unpaid Principal	937,691 07

REPORT

OF THE

LIBRARIAN OF THE LEGISLATIVE ASSEMBLY

OF THE

PROVINCE OF ONTARIO.

To the Honourable the Legislative Assembly of the Province of Ontario.

The Report of the Librarian, on the state of the Library, respectfully represents :—

That, since the last meeting of Parliament, it has been found necessary to make important changes in the Library.

To provide still further for the convenience of Members, and to ensure the greater security of the collection, the books have been removed to another part of the building. It is to be hoped that the advantages of the change will be experienced by all who may have occasion to consult the works in the Library. The books will be found more easy of access ; while the new system adopted in the arrangement of the alcoves will enable the reader to enjoy more comfort and seclusion than were possible under the architectural condition of the old Library building.

A new Catalogue has been prepared as a necessity of the new Library. In this Catalogue will be found a novel feature, namely, a system of analysis which will enable a person in search of information on any question to ascertain at once every work in the Library which may illustrate that question. To accomplish this end, an Alphabetical Index of Subjects has been prepared for and incorporated in the new Catalogue. It is hoped that this Index, in connection with the Alphabetical Index of Authors, already a feature of the Catalogue, will prove of much convenience and practical utility.

The additions made to the Library during the past year, both by way of purchase and donation, have been considerable. The purchases have comprised many valuable works bearing on the history of Great Britain and Ireland ; works on general history, political and social science, law, travels, physical science, biography and statistics.

A valuable addition to the Library has also been made in the purchase of a complete set of "Fraser's Magazine," from the first ; and of the "Dublin University Magazine," also from its commencement.

The donations to the Library during the past year have been large and varied, and have added materially to the value and the number of the collection. First in magnitude and importance are the donations from the Federal Government of the United States, through the Smithsonian Institution.

The contributions by the United States Government to this Library, during the year 1875, are as follow :—

The Medical and Surgical History of the War of the Rebellion, 1861–65. Prepared under the direction of Surgeon-General Joseph K. Barnes, U. S. Army. 2 vols.

Surgical Cases Treated in the Army of the U. S. From 1865 to 1871. Report on.

Sun. Total Eclipse of, August 7, 1869. Reports on Observations of. Conducted under the direction of Commodore B. F. Sands, U. S. N.

Astronomical and Meteorological Observations made at the United States Naval Observatory during the year 1868. Rear-Admiral B. F. Sands, Superintendent.

Washington Astronomical and Meteorological Observations, made at the United States Naval Observatory during the years 1869, 1870, and 1871. Rear-Admiral B. F. Sands, Superintendent. 3 vols.

Dollen, Wm. The Portable Transit Instrument in the vertical o the Pole Star.

Tables showing the Lengths of Nights, from Sunset to Sun[illegible]se, during the year, for thirteen Light-house Districts of the United States. (No. 9 wanting.)

United States Scientific Pamphlets. Meteorology. Vol. 1.

Meteorological Reports and Weather Maps. Practical Use of.

Weather Reports. Signal Service, U. S. Army. Daily Bulletin of.

United States Geological Exploration of the Fortieth Parallel.
Vol. 3. Mining Industry. With Geological Contributions.
Vol. 5. Botany.

United States Geological Survey of Wyoming, and portions of contiguous Territories.

Labrosse, F. The Navigation of the Atlantic Ocean.

Kerhallet, Capt. C. P. Atlantic Ocean, General Examination of. With Nautical Directions for avoiding Hurricanes, and a Memoir on the Currents of the Atlantic.

Peterman, Dr. A., Von Feeden, Dr. W., and Muhry, Dr. A. Papers on the Eastern and Northern Extensions of the Gulf Stream.

Garringe, Lieut.-Com. H. H. The Coast of Brazil from Cape Orange to Rio Janeiro. Illustrated. Vol. 1.

Reported Dangers to Navigation in the Pacific Ocean, inclusive of the China and Japan Seas, and the East India Archipelago.
Part 1. North of the Equator.

Bowdich, Nathaniel. The New American Practical Navigator.

Reynaud, Léonce. Memoir upon the Light-house Illumination of the Coast of France.

Reynaud, Léonce. Plates to Illustrate the above Memoir.

Light-house Establishment, U. S. Compilation of Public Documents and Extracts from Reports and Papers relating to. From 1789 to 1871.

Wyman, Captain R. H., U. S. Navy. Winds, Currents and Navigation of the Gulf of Cadiz, the Western Coast of the Spanish Peninsula, and the Strait of Gibraltar.

Le Gras, Capt. A., French Navy. General Examination of the Mediterranean Sea. A Summary of its Winds, Currents and Navigation.

Light-house Reports, British. Extracts from the Report of H. B. M. S. Commissioners, submitted March 5th, 1861. Republished for Use of the U. S. Light-house Establishment.

Light-house Establishment. U. S. Instructions for Light-house Keepers, etc. 2 vols. Sixth Edition. Washington, 1871.

Light-house Board. U. S. Organization and Duties of. With the Regulations and General Orders of the Light-house Establishment of the U. S.

Light-houses. Laws of States Ceding Jurisdiction Over, and Relinquishing Titles to Light-house Sites.

Light-house Board of the United States. Annual Report of. For June 30, 1872.

Life-Saving Service of the United States. Regulations for the Government of.

Catalogue of Charts, Plans and Views, published by the United States Hydrographic Office, 1873.

Navy of the United States, Regulations for the Government of.

Sailing Directions for the English Channel. Part 1. South Coast of England. 8vo.

Barracks and Hospitals, U. S. Report on. With Descriptions of Military Posts.

Outline Description of U. S. Military Posts and Stations in the year 1871.

Outline Descriptions of the Posts and Stations of Troops in the Geographical Divisions and Departments of the United States.

A Manual of Military Telegraphy for the Signal Service, U. S. Army, embracing Permanent and Field Lines.

Extracts from the Manual of Signals. Signal Service Drills.

Bernard (Maj.-Gen.) A Report on the Defences of Washington.

Iron, Fabrication of for Defensive Purposes, and its uses in Modern Fortifications, especially in Works of Coast Defence. Report on. Also, Supplement.

Reports and Tables of Experiments on Hemp and Wire Rope. Made by Order of the Bureau of Equipment and Recruiting.

Kiernan, John. Hints on Horse-Shoeing. An Exposition of the Dunbar System, taught to the Farriers of the U. S. Army.

Bridge Equipage of the U. S. Army. Organization of. With Directions for the Construction of Military Bridges.

Ordnance, Heavy. Report of Board of Officers—convened 1873—on Depressing, and other carriages for.

Yards and Docks of the U. S. Navy, Report of the Board on.

Stotherd (Major), R. H., Royal Engineers. Notes on Torpedoes, Offensive and Defensive.

United States Military and Naval Pamphlets.

King (Major), W. R. Report on certain Experimental and Theoretical Investigations relative to the Quality, Form and Combination of Materials for Defensive Armour, etc.

Levy-Montefiore, C., and Kunkel, C. Essay on the use of various Alloys, especially of Phosphorus Bronze, for the Founding of Cannon.

Regulations for the Uniform and Dress of the Army of the United States, 1872.

Thomas, Cyrus. Synopsis of the Acrididæ of North America, U. S. Geological Survey. Vol. 5. Zoology and Botany.

Navy of the United States. Pay Tables for the use of Paymasters and others.

Navy of the United States. Orders, Regulations and Instructions for the Administration of Law and Justice in.

The Army Paymaster's Manual. For the information of Officers of the Pay Department of the United States Army.

List of Post-offices in the United Kingdom of Great Britain and Ireland.

Consular Service, United States. Regulations for the use of.

Register of the Department of Justice, and the Judicial Officers of the United States. Third Edition. 1873.

Register of the Department of State. Containing a list of persons employed in the Department, and in the Diplomatic, Consular and Territorial Service of the United States. 1872.

Government Salary Tables, adopted by the Comptrolling Officers of the Treasury Department, for use in the payment of persons in Civil Employment, who receive Annual or Quarterly Salaries.

United States Treasury Register. Containing a List of all Persons employed in the Treasury Department.

Classified Index of Subjects of Invention, adopted in the United States Patent Office, March 1st, 1872.

The Postal Laws and Regulations, issued by the Postmaster-General, United States. 1873.

Revised List of Claims, filed with the Department of State, United States, growing out of the Acts of the Alabama, etc.

Merchant Vessels of the United States, for 1872. List of, with the Official Numbers and Signal Letters. Also, List of Vessels belonging to United States Navy and Revenue Marine.

Steam Vessels, Inspection of. Laws, Rules and Regulations relating to. 1873.

Light-house Board of the U. S., Report of. 1873.

Navy Register of the United States. To January 1st, 1874.

Army Register, United States. For January, 1874.

Ports of the United States, Alphabetical List of. Pamphlet. 1872.

Agricultural Colleges, Farmers' Clubs, etc., of the United States, List of. Pamphlet. 1872.
Pensions, U. S. Abstracts of Rulings and Orders of the U. S. Commissioner of.
Pension and Bounty Land, U. S. Decisions of the Secretary of the Interior concerning. 1861 to 1871.
Patents. Decisions of the U. S. Commissioner of. For the years 1869 and 1870. 2 vols.
Rapp, S. A. A Complete Digest of the U. S. Laws in Relation to Bounty, etc.
Monthly Reports of the Department of Agriculture, for 1873.
Reports of the Commissioner of Agriculture, for 1872 and 1873. 2 vols.
Almanac for the Use of Navigators. From the American Ephemeris and Nautical Almanac for 1875 and 1876. 2 vols.
American Ephemeris and Nautical Almanac. 1875 and 1876. 2 vols.
Catalogue of the Library of the Surgeon-General's Office, United States Army. With Alphabetical List of Subjects. 1872.
Alphabetical Catalogue of the Library of the Department of the Interior. 1873.
Catalogue of the Library, Office Chief Signal Officer, United States Army. 1872.

From the several States of the American Union, the names of which are subjoined, the following books have been contributed during the past year.

From the State of New York :—

Laws of New York. 1874–75. 2 vols.
Senate and Assembly Journals. 1874. 3 vols.
Senate Document. 1873. Vol. 5.
Senate Documents. Nos. 5, 6. 1874. 2 vols.
Assembly Documents. Nos. 4, 5, 6, 7–9, 10, 11, 12, 13. 1874. 9 vols.
Report on Boundaries. 1 vol.
Regents' Report. 1874. 1 vol.
Trial of Judge Prindle. 2 vols.
Trial of Judge Curtis. 1 vol.
Trial of Judge M'Cunn. 1 vol.
New Hampshire. Reports to the Legislature of. June Session, 1873.
——————— Reports to the Legislature of June Session, 1874.
——————————— Journals of the Senate and House of Representatives of. June Session, 1874.

From the State of Ohio :—

Ohio State Reports. Vol. 24.
Laws of Ohio. 1875.
Geological Survey and Maps. 1874. Vol. 2, Part 1.
Debates of the Ohio Constitutional Convention. 1873–1874. Four volumes.

From the State of Tennessee :—

The Acts of Tennessee. 1875.

The following donations were received from the Cobden Club, England :—

Bastiat's Essays on Political Economy.
Report of the Proceedings at the Dinner, July, 1874.
The Cobden Club Essays on Local Government and Taxation.

From the Literary and Historical Society of Quebec were received "Mémoires sur le Canada, depuis 1749 jusqu'à 1769."

The following donations were received from individuals :—

From His Highness the Maharajah of Travancore : —

Magnetic Declination. Observations of. Made at Trevandrum and Agustia Malley, in the Observatories of the Maharajah of Travancore, in the years 1852 to 1869. Discussed and Edited by John Allan Brown. Vol. 1. 4to. London, 1874.

From Thomas Hodgins, Esq., Q. C., M. P. P. :—

The Key to Parliament. Two volumes.

From Arthur Sydere, Esq. :—

The British Critic. 1802–1810. Seven volumes.
The Anti-Jacobin Review, 1809–1811. Two volumes.

From Kivas Tully, Esq. :—

Journal Assembly, Upper Canada, 1837–8. Third Session.
Appendix to Journals, U. C., 1839, 1839–40. Also certain official documents of the Imperial Parliament.

The number of Books now in the Library, exclusive of the official documents of the late Province of Canada, the Confederation and its various Provinces, is 8,782. The total number of volumes is 10,554.

Respectfully submitted.

SAMUEL JAMES WATSON,
Librarian.

STATEMENTS

OF

RECEIPTS AND EXPENDITURES

ON ACCOUNT OF THE

PROVINCE OF ONTARIO,

DURING THE NINE MONTHS ENDING 30TH SEPTEMBER,

1875.

Laid before the Legislative Assembly by Command.

NOVEMBER, 1875.

Toronto:
PRINTED BY HUNTER, ROSE & CO., 25 WELLINGTON STREET WEST.
1875.

To His Honor the Honorable DONALD ALEXANDER MACDONALD
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOR :

The undersigned has the honor to present to Your Honor STATEMENT OF THE RECEIPTS AND EXPENDITURES on account of the PROVINCE OF ONTARIO, during the Nine Months ending this day.

Respectfully submitted.

ADAM CROOKS,
Treasurer

TREASURY DEPARTMENT, ONTARIO,
TORONTO, 30th September, 1875.

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No. 1.

STATEMENT of Receipts and Expenditure of the Province of Ontario for the nine months ended 30th September, 1875.

1875.	Dr.	$ cts.	1876	Cr.	cts.
Jan. 1.....	To Balance on hand	171,184 08		By Payments as per Statement No. 4	2,629,396 27
	To Receipts as per Statement No. 3	2,610,460 82		By amount on Special Deposit	1,373,000 00
	To amount withdrawn from Special Deposit Accounts	1,245,000 00		By Balance of Cash Accounts	24,248 63
		4,026,644 90			4,026,644 90

ADAM CROOKS,
Treasurer.

W. R. Harris,
Accountant.

Treasury Department, Ontario,
Toronto, September 30th, 1875.

No. 2.

STATEMENT of Investments made during the nine months ended 30th September, 1875.

TO WHOM PAID.	NATURE OF INVESTMENT.		Amount.	Total Amount.
			$ cts.	
Bank of Montreal	Special Deposits bearing interest at 5 per cent.		350,000 00	
Ontario Bank	Do	do	300,000 00	
Royal Canadian Bank	Do	do	160,000 00	
Bank of Commerce	Do	do	300,000 00	
Quebec Bank	Do	do	25,000 00	
Federal Bank	Do	do	188,000 00	
City Bank of Montreal	Do	do	25,000 00	
Imperial Bank	Do	do	25,000 00	
				1,373,000 00

Memorandum as to amounts now invested.

Amount of Investments made in 1868		850,000 00	
Do	1869	705,471 68	
Do	1871	1,192,333 33	
			(a)2,747,805 01
Amount at Special Deposit 31st December, 1874		1,328,348 69	
Amount of Special Deposits made during 1875		1,373,000 00	
		2,701,348 69	

Less amounts withdrawn to meet Surplus distribution, Railway Aid payments, current expenditure, &c., from—

Bank of Toronto	50,000 00
Montreal Bank	400,000 00
Ontario Bank	110,000 00
Royal Canadian Bank	210,000 00
Bank of Commerce	350,000 00

Dominion Bank	50,000 00			
Quebec Bank	25,000 00			
Merchants' Bank	50,000 00			
		1,245,000 00		
			(b)1,456,348 69	
				4,204,153 70
(a) Composed of—				
Dominion 6 per cent. Bonds, purchased 5th June, 1868		500,000 00		
Do 6 per cent. Stock, purchased 28th October, 1868		350,000 00		
Do 5 per cent. Debentures, purchased 2nd March, 1869		705,471 68		
Do 5 per cent. Bonds, purchased 9th July, 1871		1,192,333 33		
			2,747,805 01	
(b)Composed of Special Deposits now in—				
Canadian Bank of Commerce		250,000 00		
Ontario Bank		390,000 00		
Dominion Bank		103,174 38		
Bank of Toronto		50,000 00		
Royal Canadian Bank		190,174 31		
Quebec Bank		100,000 00		
Bank of Hamilton		50,000 00		
St. Lawrence Bank		85,000 00		
Federal Bank		188,000 00		
City Bank of Montreal		25,000 00		
Imperial Bank		25,000 00		
			1,456,348 69	
			4,204,153 70	

W. R. HARRIS,
Accountant.

ADAM CROOKS,
Treasurer.

TREASURY DEPARTMENT, ONTARIO,
TORONTO, 30th September, 1875

No. 3.

STATEMENT of Receipts of the Province of Ontario, for the nine months ended 30th September, 1875.

——	$ cts.	$ cts.	$ cts.
Dominion of Canada.			
On account of Subsidy and General Account			1,333,569 42
Public Institutions Revenue.			
Reformatory Prison, Penetanguishene			3,349 46
Asylum for the Insane, Toronto	9,940 73		
Do London	3,574 43		
Do Rockwood	570 42		
Blind Institute, Brantford	150 00		
Deaf and Dumb Institute, Belleville	150 00		
			14,385 58
Education.			
Account of Education			41,192 38
Municipal Loan Fund.			
On account of Municipal Loan Fund—Original debt	108 29		
Do do New debt	593,286 95		
			593,395 24
Investments.			
Interest on account of Investments			175,405 89
Casual Revenue.			
Fines, Fees and Forfeitures			10,616 18
Tavern and other Licenses.			
Tavern, Shop and Pawnbrokers' Licenses			103,302 34
Algoma Taxes.			
On account of Patented Lands in Algoma			2,983 54
Law Stamps.			
On account of Law Stamps			42,736 68
Ontario Statutes.			
On account of Statutes			142 30
Carried forward			2,321,079 01

STATEMENT of Receipts of the Province of Ontario, for the nine months ended 30th September, 1875.—*Continued.*

	$ cts.	$ cts.	$ cts.
Brought forward			2,321,079 01
Territorial Revenue.			
Special Funds- Clergy Lands	31,901 55		
Do Common School Lands	43,541 40		
Do Grammar do	7,286 87		
Crown Lands Revenue	71,689 70		
Woods and Forests	120,201 61		
Casual Fees, Mines, &c.	7,056 49		
			281,677 62
Agricultural Farm, Mimico.			
On account of Agricultural Farm			686 28
Drainage Debentures.			
On account of Drainage			7,017 91
			2,610,460 82

ADAM CROOKS,
Treasurer.

W. R. HARRIS,
Accountant.

TREASURY DEPARTMENT, ONTARIO,
TORONTO, 30th September, 1875.

No. 4.

STATEMENT of the Expenditure made by the Provincial Treasurer on account of the Province of Ontario, during the nine months ended 30th September, 1875.

TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.
	CIVIL GOVERNMENT.			
	Government House		3,999 43	
	Lieutenant Governor's Office.			
	Salaries	899 77		
	Contingencies as per Statement, page 12	446 82		
			1,346 59	
	Executive Council Office and Attorney-General's Office.			
	Salaries	6,870 00		
	Contingencies, repairs, &c., as per Statement, page 12	2,854 11		
			9,724 11	
	Treasury Department.			
	Salaries	9,693 33		
	Contingencies as per Statement, page 14	1,830 79		
	East Wing Parliament Buildings, repairs, &c,	2,605 71		
			14,129 83	
	Secretary and Registrar's Department.			
	Salaries	7,275 00		
	Contingencies as per Statement, page 15	1,819 43		
	Registrar-General's Branch	8,760 19		
			17,854 62	
	Public Works Department.			
	Salaries	11,721 91		
	Contingencies, repairs, &c., as per Statement, page 16	2,355 99		
			14,077 90	

AGRICULTURAL DEPARTMENT.			
Salaries	600 00		
Contingencies, &c., as per Statement, page 16	288 88		
		888 88	
IMMIGRATION DEPARTMENT.			
Salaries	1,200 00		
Contingencies, repairs, &c., as per Statement, page 16	762 40		
		1,962 40	
INSPECTION OF PUBLIC INSTITUTIONS.			
Salaries	3,600 00		
Contingencies, repairs, &c., as per Statement, page 17	1,221 88		
		4,821 88	
CROWN LANDS DEPARTMENT.			
Salaries	29,347 50		
Contingencies as per Statement, page 17	11,520 56		
		40,868 06	
Miscellaneous		7,844 13	
			117,517 83
LEGISLATION.			
Salaries		8,187 50	
Sessional Writers, Messengers and Pages		522 00	
Postages		1,299 06	
Stationery, &c		5,032 98	
Printing, &c. Statutes		300 00	
Library		2,265 62	
Indemnity to Members		10,400 00	
Contingencies as per Statement, page 19		2,948 78	
Repairs, fuel, light, &c		5,562 34	
			36,518 28
ADMINISTRATION OF JUSTICE.			
Court of Chancery.			
Salaries	15,710 00		
Contingencies, &c., as per Statement, page 19	1,023 22		
		16,733 22	
Carried forward		16,733 22	154,036 11

STATEMENT of the Expenditure made by the Provincial Treasurer on account of the Province of Ontario during the nine months ended 30th September, 1875.—*Continued.*

TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.
	Brought forward		16,732 22	154,036 11
	Court of Queen's Bench.			
	Salaries	6,015 00		
	Contingencies, &c., as per Statement, page 20	390 44		
			6,405 44	
	Court of Common Pleas.			
	Salaries	3,645 00		
	Contingencies, &c., as per Statement, page 20	193 83		
			3,838 83	
	Court of Error and Appeal		10,751 67	
	Practice Court		1,360 54	
	Criminal Justice		115,119 81	
	Miscellaneous Justice		34,592 03	
				188,801 54
	EDUCATION.			
	Public and Separate Schools		237,181 04	
	Public School Inspection		13,067 73	
	Poor Schools		4,940 00	
	High Schools and Collegiate Institutes		76,290 20	
	Do Inspection		4,733 96	
	County Examination of Teachers		1,162 41	
	Superannuated Teachers		25,593 50	

Normal School, Toronto.			
Salaries	12,675 00		
Contingencies, &c., as per Statement, page 21	3,447 06		
		16,122 06	
Museum		1,821 64	
Journal of Education		1,466 34	
Libraries, &c.		43,697 46	
Depository.			
Salaries	3,641 25		
Contingencies as per Statement, page 21	980 10		
		4,621 35	
Education Office.			
Salaries	10,530 00		
Contingencies	2,369 71		
		12,899 71	
Council of Public Instruction		773 05	
Normal School, Ottawa		1,896 79	
			446,267 27
PUBLIC INSTITUTIONS MAINTENANCE.			
Lunatic Asylum, Toronto		64,712 51	
Do London		69,009 64	
Do Kingston		26,000 00	
Reformatory, Penetanguishene		15,873 46	
Central Prison, Toronto		30,660 37	
Deaf and Dumb Institute, Belleville		25,207 76	
Blind Institute, Brantford		18,969 79	
Agricultural College and Farm, Guelph		13,237 44	
School of Practical Science, Toronto		4,539 29	
			268,210 26
IMMIGRATION			80,753 57
AGRICULTURE, ARTS, LITERARY AND SCIENTIFIC INSTITUTIONS			82,845 29
HOSPITALS AND CHARITIES			52,346 16
MISCELLANEOUS			79,608 22
Carried forward			1,352,868 42

STATEMENT of the Expenditure made by the Provincial Treasurer on account of the Province of Ontario, during the nine months ended 30th September 1875.—*Concluded.*

TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.
	Brought forward			1,352,868 42
	PUBLIC BUILDINGS.			
	Lunatic Asylum, Toronto		506 15	
	Do do London		8,200 89	
	Inebriate do Hamilton		31,687 50	
	Reformatory, Penetanguishene		675 37	
	Central Prison, Toronto		13,837 40	
	Deaf and Dumb Institute, Belleville		1,610 23	
	Blind Institute, Brantford		737 36	
	Agricultural College and Farm, Guelph		8,753 99	
	School of Practical Science, Toronto		848 33	
	Normal and Model Schools, do		998 72	
	Normal School, Ottawa		17,247 13	
	Osgoode Hall, Toronto		2,290 96	
	Government House, Toronto		72 95	
	Court House and Gaol, Sault Ste. Marie		31 00	
	Lock-up, Nipissing District		2,140 00	
				89,637 98
	PUBLIC WORKS.			
	Lock—Mary's and Fairy's Lakes		1,454 31	
	Settlers' Homestead Fund		572 30	
	Otanabee River Works		3 30	
	Gull and Burnt River Works		2,820 37	
	Bridges—Port Carling		1,061 67	
	Muskoka River Works		1,121 23	
	Ryerson Road		383 78	
	Scugog River Works		4,967 33	
	Surveys, Inspection, &c.		921 85	
	Washago and Gravenhurst Road		1,835 09	
	Maintenance of Locks		2,532 03	
				17,673 26
	COLONIZATION ROADS			78,073 92

CHARGES ON CROWN LANDS.			
Board of Surveyors		270 00	
Salaries of Agents, &c.		15,929 51	
Forest Ranging, &c.		13,784 92	
Inspections		1,798 20	
Surveys		16,333 61	
Miscellaneous		982 70	
			49,098 94
REFUNDS.			
Education		937 18	
Crown Lands		20,899 33	
Municipalities Fund		55,301 05	
Land Improvement Fund		28,099 63	
			105,236 19
ACCOUNTABLE WARRANTS.			
Customs Duties, Freight Charges, &c, Education Department			2,500 00
DRAINAGE FUND			31,861 48
DRAINAGE DEBENTURES.			
On account of purchase			57,797 32
RAILWAY SUBSIDY FUND.			
On account of grant to			15,801 46
RAILWAY AID FUND.			
On account of grant to			159,314 00
SURPLUS DISTRIBUTION.			
On account of payments to Municipalities			669,533 30
Total			2,629,396 27

W. R. HARRIS,
Accountant.

ADAM CROOKS,
Treasurer.

TREASURY DEPARTMENT, ONTARIO,
TORONTO, September 30, 1875.

No. 5.

STATEMENT showing details of Contingencies for the nine months ending September 30th, 1875.

TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.
	Lieutenant-Governor's Office.			
Joseph Lesslie	Postage	95 18		
Montreal Telegraph Co.	Telegrams	2 01		
			97 19	
Hunter, Rose & Co.	Printing	18 79		
John Notman	Stationery	73 14		
Woodward & Grant	do	28 70		
			120 63	
G. N. Tackabury	Directories, &c.	12 00		
Fisher & Taylor	do	2 50		
T. P. Powell	do	25		
			14 75	
Sundry Newspapers	Subscription, &c.		53 72	
C. Potter	Furnishings	3 75		
R. Hay & Co.	do	5 85		
G. Hillier	do	1 60		
			11 20	
Sundry Persons	Cab hire		62 15	
W. N. Algar	Military escort		87 18	
				446 82
	Executive Council and Attorney-General's Office.			
Joseph Lesslie	Postage	259 18		
Montreal Telegraph Co.	Telegrams	135 18		
Dominion Telegraph Co.	do	101 99		
			496 35	
Hunter, Rose & Co.	Printing		231 11	
John Notman	Stationery		251 79	
R. Carswell	Books for Library	120 56		
Hart & Rawlinson	do	49 55		
Rowsell & Hutchinson	do	14 48		
Willing & Williamson	do	11 50		
			196 09	
Brown Brothers	Letter books	28 55		
Woodward & Grant	Stamping paper	2 75		
G. N. Tackabury	Directories, &c.	24 00		

Fisher & Taylor	Directories, &c.	4 00		
T. P. Powell	do	75		
Walker & Miles	do	5 00		
			65 05	
Sundry Newspapers	Subscription		207 50	
Toronto Water Co.	Water	9 00		
P. Burns	Fuel	226 29		
Consumers' Gas Co.	Gas	24 14		
			259 43	
Mrs. Helen Crawford	Rent		503 75	
P. Paterson & Sons	Hardware	38 37		
J. B. Smith	Lumber	20 88		
			59 25	
R. Hay & Co.	Furnishings	45 50		
Fulton, Michie & Co.	do	4 40		
G. Harrison	do	4 10		
N. L. Piper & Son	do	8 50		
J. M. Adams	do	21 25		
John Kay	do	3 75		
Henry Graham & Co.	do	13 06		
			100 56	
G. & E. Evans	Tinsmithing, &c.	47 27		
J. Ritchie & Son	Plumbing	2 25		
T. Lalor & Sons	Plumbing, &c.	22 95		
N. B. Malcolm	do	5 40		
W. Milligan	Painting, &c.	28 30		
R. Jones	Bricklaying	9 50		
J. Brockup	Chimney-sweeping	1 00		
R. Phillips	Cartage	4 00		
			120 67	
M. Smith	To pay sundries		56 54	
Sundry Persons	Cab hire		24 40	
A. Smith	Office cleaning		54 02	
M. Smith	Services as Housekeeper		135 00	
H. C. Wethy	Copying	23 20		
A. T. Deacon	do	9 00		
John Power	Services	60 40		
			92 60	
				2,854 11
	Treasury Department.			
Joseph Lesslie	Postage	590 88		
Sundry Persons	Postage stamps	21 25		
Montreal Telegraph Co.	Telegrams	16 75		
Dominion do	do	17 69		
			646 57	
Hunter, Rose & Cos.	Printing		370 80	
John Notman	Stationery		317 93	
	Carried forward		1,335 30	3,300 93

Contingencies.—*Continued.*

TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.
	Brought forward		1,335 30	3,300 93
	Treasury Department.—Continued.			
Rolph, Smith & Co.	Cheque Books, &c.		125 00	
G. N. Tackabury	Directories, &c.	12 00		
Fisher & Taylor	do	15 00		
T. P. Powell	do	50		
Walker & Miles	do	5 00		
P. C. Allen	do	40		
Hart & Rawlinson	do	16 80		
			49 70	
H. E. Clarke	Furnishings	5 50		
Brown Brothers	do	1 20		
			6 70	
Sundry Persons	Cab hire		6 50	
Express Company	Charges		4 00	
Sundry Newspapers	Subscription, &c.		72 39	
W. Stewart	Services	180 00		
Frederick H. Portas	do	51 20		
			231 20	
				1,830 79
	Secretary and Registrar's Department.			
Joseph Lesslie	Postage	325 41		
Sundry Persons	Postage stamps	4 88		
Montreal Telegraph Co.	Telegrams	41 65		
Dominion do	do	56 79		
			428 73	
Hunter, Rose & Co.	Printing	796 84		
Woodward & Grant	Lithographing	5 50		
R. Carswell	do	7 00		
			809 34	
John Notman	Stationery		238 21	
G. N. Tackabury	Directories, &c.	12 00		
Fisher & Taylor	do	6 00		
Walker & Miles	do	5 00		
J. Bain & Son	Letter books	18 00		
			41 00	

A. Macdonald	Furnishings	3 00		
E. Hooper	do	80		
W. Williamson	do	10 00		
			13 80	
Sundry Newspapers	Subscription, &c.		204 22	
Express Co.	Charges		7 23	
Sundry Persons	Cab hire	7 00		
R. S. Brodie	Travelling expenses	7 50		
J. B. McLachlan	do	6 40		
			20 90	
G. F. Carruthers	Services		56 00	
				1,819 43
	Public Works Department.			
Joseph Lesslie	Postage	260 49		
Montreal Telegraph Co.	Telegrams	198 84		
Dominion do	do	65 70		
			525 03	
Hunter, Rose & Co.	Printing		74 78	
John Notman	Stationery		138 67	
G. N. Tackabury	Directories, &c.	36 00		
Fisher & Taylor	do	6 00		
T. P. Powell	do	1 50		
			43 50	
Sundry Newspapers	Subscription, &c.		75 15	
Lugsdin & Barnett	Furnishings	13 00		
Henry Graham & Co.	do	13 05		
G. Harrison	do	3 00		
C. Potter	do	5 75		
P. Paterson & Son	do	1 25		
			36 05	
Mrs. Helen Crawford	Rent		581 25	
P. Burns	Fuel	282 86		
Consumers' Gas Co.	Gas	30 18		
Toronto Water Co.	Water	11 25		
			324 29	
G. & E. Evans	Tinsmithing, &c.	48 78		
T. Lalor & Son	Plumbing, &c.	74 45		
J. Ritchie & Son	do	2 25		
N. B. Malcolm	do	39 51		
W. Milligan	Painting	36 97		
R. Jones	Bricklaying	12 50		
			214 46	
A. Smith	Office cleaning	70 01		
J. Broxup	Chimney sweeping	1 50		
			71 51	
	Carried forward		2,082 69	6,951 15

Contingencies.—*Continued.*

TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.
	Brought forward		2,082 69	6,951 15
	Public Works Department.—Continued.			
Sundry persons	Cab hire		28 75	
Express Co.	Charges		30	
M. Smith	Services as housekeeper		168 75	
John Power	do fireman		75 50	
				2,355 99
	Immigration Office.			
Joseph Lesslie	Postage	159 59		
Sundry persons	Postage stamps	2 00		
Montreal Telegraph Co.	Telegrams	49 41		
Dominion do	do	6 76		
			217 76	
Hunter, Rose & Co.	Printing		59 50	
John Notman	Stationery		76 70	
Walker & Miles	Directories, &c.	5 00		
Fisher & Taylor	do	2 00		
			7 00	
Sundry newspapers	Subscription		11 75	
Mrs. Helen Crawford	Office rent		77 50	
H. J. Matthews & Bro	Furnishings	1 30		
N. C. Love	do	1 55		
R. Coghill	do	8 00		
John Kay	do	2 75		
G. Harrison	do	3 00		
Wm. Mauger	do	1 45		
Willing & Williamson	do	6 55		
			24 60	
Henry Graham & Co.	Carpeting, &c.	78 93		
R. Hay & Co.	Furniture	27 50		
			106 43	
P. Burns	Fuel	75 53		
Consumers' Gas Co.	Gas	6 03		
Toronto Water Co.	Water	2 25		
			83 81	

G. & E. Evans	Tinsmithing, &c.	15 25		
W. Milligan	Painting	2 50		
			17 75	
A Smith	Office cleaning	19 35		
J. Wilson	Whitewashing	1 50		
J. Broxup	Chimney sweeping	50		
			21 35	
Express Co.	Charges		6 40	
M. Smith	Services as housekeeper		33 75	
John Power	do fireman		15 10	
				762 40
	Agriculture Department.			
Joseph Lesslie	Postage	60 00		
Sundry persons	Postage stamps	140 10		
			200 10	
Hunter, Rose & Co.	Printing		54 08	
John Notman	Stationery		28 70	
Sundry newspapers	Subscription		6 00	
				288 88
	Inspection—Public Institutions.			
Joseph Lesslie	Postage	152 23		
Dominion Telegraph Co.	Telegrams	22 42		
			174 65	
Hunter, Rose & Co.	Printing		178 09	
John Notman	Stationery		111 39	
J. Robinson & Co.	Furnishings	8 00		
McGillivray, Molle & Co.	do	4 75		
			12 75	
Henry Wallace	Services as messenger		90 00	
Sundry persons	Cab hire	55 00		
J. W. Langmuir	Travelling expenses	600 00		
			655 00	
				1,221 88
	Crown Lands Department.			
Joseph Lesslie	Postage	379 00		
John Morphy	do	300 00		
Montreal Telegraph Co.	Telegrams	128 28		
Dominion do	do	9 12		
			816 40	
Hunter, Rose & Co.	Printing		950 44	
John Notman	Stationery		1,270 87	
				3,037 71
	Carried forward		3,037 71	14,618 01

Contingencies.—*Continued.*

TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.
	Brought forward		3,037 71	14,618 01
	Crown Lands Department.—Continued.			
Walker & Miles	Directories, &c.	5 00		
Queen's Printer, Ottawa	do	1 60		
G. N. Tackabury	do	24 00		
Rowsell & Hutchinson	do	6 36		
Fisher & Taylor	do	12 00		
			48 96	
N. L. Piper & Sons	Furnishings	4 60		
M. Barnhardt	do	10 00		
T. Mason	do	10 05		
Kinnear & Lang	do	11 95		
F. Brown	do	1 10		
G. & T. Teevin	do	16 75		
G. W. Keegan	do	40 00		
Hugh Miller & Co	do	26 80		
C. Potter	do	6 50		
R. Hay & Co	do	59 00		
			186 75	
P. Burns	Fuel	805 76		
Toronto Water Co	Water	126 75		
			932 51	
Wm. Milligan	Painting, &c.	8 50		
T. Lalor & Son	Locksmithing, &c.	36 45		
W. J. Whitten & Co	Sundry repairs	104 25		
W. Barns	do	1 15		
J. Fitzgerald	do	4 00		
Plews & Kennedy	do	4 00		
T. Harvey	do	3 50		
G. Duthie	do	13 33		
			175 18	
P. O'Brien	Cartage		15 65	
P. Scully	Services—grounds	105 42		
J. Simser	do	111 00		
			216 42	
James Malloy	Services as fireman	20 00		
R. McKee	do do	11 50		
D. Kinnan	do night watchman	380 00		
			411 50	

G. Sale	Copying	7 66		
D. McDougall	do	1 50		
R. W. Cruice	Timber estimate	20 00		
			29 16	
Extra clerks	Services		4,795 00	
J. Bradshaw	Office cleaning		184 55	
Sundry persons	Cab hire		4 50	
Express Co	Charges		2 25	
Sundry newspapers	Advertising, &c		1,480 42	
				11,520 56
	Legislation.			
Montreal Telegraph Co	Telegram	65 00		
Dominion do	do	1 11		
			66 11	
Hunter, Rose & Co	Printing		8 50	
John Notman	Stationery		207 45	
Rolph, Smith & Co	Furnishings	10 50		
C. Thompson	do	84 25		
J. Stovel	do	48 00		
			142 75	
G. N. Tackabury	Directories, &c.	24 00		
H. J. Morgan	do	150 00		
Fisher & Taylor	do	12 00		
John Notman	Statutes	21 58		
			207 58	
Sundry newspapers	Subscriptions, &c.		998 06	
P. O'Brien	Cartage		52 95	
Express Co	Charges	26 45		
Grand Trunk Railway Co	Freight charges	9 60		
			36 05	
Sundry persons	Cab hire		23 20	
T. Phillips	Office cleaning	342 35		
John Murphy	Services as fireman	150 00		
James Malloy	Clearing snow	40 00		
F. Harvey	Chimney sweeping	5 10		
			537 45	
J. Watson	Services—Library		304 00	
Blake, Kerr & Boyd	Services, &c.	346 43		
J. B. Hughes	do	18 25		
			364 68	
				2,948 78
	Court of Chancery.			
Joseph Lesslie	Postage	8 76		
Sundry persons	Postage stamps	31 50		
			40 26	
Hunter, Rose & Co	Printing		290 17	
	Carried forward		330 43	29,087 35

Contingencies.—*Continued.*

TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.
	Brought forward	.....	330 43	29,087 35
	Court of Chancery.—Continued.			
John Notman	Stationery	.....	205 68	
R. Hay & Co	Furniture	24 00		
W. Townshend	do	15 25		
			39 25	
N. L. Piper & Sons	Furnishings	3 35		
W. A. Murray	do	4 40		
G. Harrison	do	3 00		
			10 75	
Rolph, Smith & Co	Sundry repairs	5 50		
J. E. Ellis & Co	do	5 00		
D. Sutherland	do	35 41		
			45 91	
C. Burns	Ice	.....	6 00	
L. Gordon	Copying	10 20		
B. W. Murray	Services	175 00		
			185 20	
A. Grant	Grant to Judges' Library	.....	200 00	
				1,023 22
	Court of Queen's Bench.			
Joseph Lesslie	Postage	9 00		
Sundry persons	Postage stamps	47 43		
			56 43	
Hunter, Rose & Co	Printing	.....	121 91	
John Notman	Stationery	.....	34 25	
R. G. Dalton	Reports	.....	10 00	
James Alexander	Sundries	.....	67 85	
R. G. Dalton	Grant to Judges' Library	.....	100 00	
				390 44
	Court of Common Pleas.			
Hunter, Rose & Co	Printing	.....	69 23	
John Notman	Stationery	.....	24 60	
M. B. Jackson	Grant to Judges' Library	.....	100 00	
				193 83

	Normal and Model Schools.				
Hunter, Rose & Co.	Printing, &c.			318 73	
Educational Depository	Sundry supplies			1,582 68	
W. H. Passmore	Collection of birds			100 00	
Hart & Rawlinson	Furnishings		27 51		
Henry Graham & Co.	do		52 57		
E. Bell	do		30 55		
R. Hay & Co.	do		15 00		
W. H. Sparrow	do		102 80		
				228 43	
J. S. Rogers	Carpenter work		165 70		
W. Elliott	Painting		121 03		
Geo. Harding	Plumbing, &c.		43 78		
T. Lalor & Sons	do		20 50		
C. Potter	Sundry repairs		4 50		
G. Duthie	Clearing snow		39 46		
				394 97	
J. Murphy	Office cleaning, &c.		15 75		
W. Anning	do		10 00		
J. Ryan	do		9 63		
				35 38	
Toronto Water Co.	Water		300 00		
P. Burns	Fuel		170 00		
				470 00	
Sundry newspapers	Advertising, &c.			34 00	
James Forsyth	Garden sundries		260 22		
Wm. Rennie	do		22 65		
				282 87	
					3,447 06
	Depository.				
Joseph Lesslie	Postage			436 08	
Hunter, Rose & Co.	Printing, &c.			279 87	
C. Potter	Furnishings			22 00	
W. Elliott	Painting, &c.		105 70		
J. S. Rogers	Carpenter work		14 93		
				120 63	
P. Burns	Fuel			60 00	
Hodgins & Black	Law Fees			61 52	
					980 10
	Education Office.				
Joseph Lesslie	Postage			405 76	
Hunter, Rose & Co.	Printing			1,336 36	
Copp, Clark & Co.	Stationery, &c.		107 47		
	Carried forward		107 47	1,742 12	35,122 00

Contingencies.—*Concluded.*

TO WHOM PAID.	SERVICE.	$ cts.	$ cts.	$ cts.
	Brought forward	107 47	1,742 12	35, 122 00
	Education Office.—Continued.			
Hart & Rawlinson	Stationery, &c.	28 66		
McGillivray, Molle & Co.	do	10 00		
			146 13	
F. W. Unitt	Furnishings	24 25		
Ridout & Co.	do	6 50		
William Tegg & Co.	do	20 63		
			51 38	
G. N. Tackabury	Map	12 00		
Rowsell & Hutchinson	Law reports	8 48		
			20 48	
Sundry newspapers	Subscription, &c.		112 90	
P. Burns	Fuel		50 00	
W. Elliott	Painting	59 60		
J. S. Rogers	Carpenter work	52 15		
P. M. Morphy	Repairing clocks	20 00		
			131 75	
J. G. Hodgins	Travelling expenses		27 30	
D. Black	Law costs		87 65	
				2,369 71
				37,491 71

W. R. HARRIS,
Accountant.

ADAM CROOKS,
Treasurer.

TREASURY DEPARTMENT, ONTARIO,
TORONTO, 30th September, 1875.

No. 6.

STATEMENT showing the Estimates for the year 1875, the amount expended by the Government of Ontario, and the amounts unexpended and over-expended, to 30th September, 1875.

SERVICE.	SUB-HEAD OF SERVICE.	Appropriation.	Expenditure.	Unexpended.	Overexpended.
		$ cts.	$ cts.	$ cts.	$ cts.
Civil Government	Government House	5,412 00	3,999 43	1,412 57	
	Lieutenant-Governor's Office salaries	1,400 00	899 77	500 23	
	do contingencies	300 00	446 82		146 82
	Executive Council Office and Attorney-General's Office salaries	9,160 00	6,870 00	2,290 00	
	do do contingencies, repairs, &c.	3,076 00	2,854 11	221 89	
	Treasury Department salaries	12,500 00	9,693 33	2,806 67	
	do contingencies	1,200 00	1,830 79		630 79
	do East Wing, P. B., repairs, &c	2,800 00	2,605 71	194 29	
	Secretary and Registrar's Department salaries	9,700 00	7,275 00	2,425 00	
	do do contingencies	1,650 00	1,819 43		169 43
	Registrar-General's Branch salaries	4,500 00			
	do payments, &c., to District Registrars	4,175 00	8,760 19	2,309 81	
	do contingencies	2,395 00			
	Public Works Department salaries	15,102 00	11,721 91	3,380 09	
	do contingencies, repairs, &c	3,470 00	2,355 99	1,114 01	
	Department of Agriculture salaries	800 00	600 00	200 00	
	do contingencies	300 00	288 88	11 12	
	Immigration Department salaries	1,600 00	1,200 00	400 00	
	do contingencies, repairs, &c.	594 00	762 40		168 40
	Inspection of Public Institutions salaries	4,800 00	3,600 00	1,200 00	
	do contingencies	900 00	1,221 88		321 88
	Crown Lands Department salaries	39,130 00	29,347 50	9,782 50	
	do contingencies	12,000 00	11,529 56	479 44	
	Miscellaneous :—				
	Gratuities public officers	5,000 00			
	Official Gazette	4,200 00			
	Queen's Printer salary	1,440 00			
	do contingencies	100 00	7,844 13	7,245 87	
	Inspector of Registry Offices	2,000 00			
	Inspector of Division Courts salary	1,400 00			
	do travelling expenses	650 00			
	Inspection of County Offices	300 00			
	Carried forward	152,054 00	117,517 83	35,973 49	1,437 32

Statement, &c.—*Continued.*

SERVICE.	SUB-HEAD OF SERVICE.	Appropriation.	Expenditure.	Unexpended.	Overexpended.
		$ cts.	$ cts.	$ cts.	$ cts.
	Brought forward	152,054 00	117,517 83	35,973 49	1,437 32
Legislation	Salaries	12,350 00	8,187 50	4,162 50	
	Sessional writers, messengers and pages	5,000 00	522 00	4,478 00	
	Postages	4,000 00	1,299 06	2,700 94	
	Stationery, &c.	20,000 00	5,032 98	14,967 02	
	Printing, &c., Statutes	3,000 00	300 00	2,700 00	
	Library	2,000 00	2,265 62	.....	265 62
	Indemnity to members	50,000 00	10,400 00	39,600 00	
	Contingencies	4,000 00	2,948 78	1,051 22	
	Repairs, fuel, light, &c.	4,850 00	5,562 34	.....	712 34
Administration of Justice	Court of Chancery—salaries	20,230 00	15,710 00	4,520 00	
	do do contingencies	1,400 00	1,023 22	376 78	
	do Queen's Bench—salaries	8,020 00	6,015 00	2,005 00	
	do do contingencies	500 00	390 44	109 56	
	do Common Pleas—salaries	4,860 00	3,645 00	1,215 00	
	do do contingencies	250 00	193 83	56 17	
	do Error and Appeal	14,410 00	10,751 67	3,658 33	
	Practice Court	.....	1,360 54	.....	1,360 54
	Criminal Justice	121,000 00	115,119 81	5,880 19	
	Miscellaneous Justice :—				
	Deputy Clerks of the Crown Pleas—salaries	16,000 00			
	District of Algoma	6,500 00			
	do Thunder Bay	4,200 00			
	do Nipissing	2,200 00			
	do Parry Sound	1,700 00			
	do Muskoka	1,500 00			
	Provisional County of Haliburton	1,500 00			
	Police Service at Clifton and Fort Erie	4,760 00	34,592 03	14,202 97	
	To pay Sheriffs, &c., for attendance at Courts	5,000 00			
	Seals, &c.	500 00			
	Registration Books, Muskoka, Parry Sound, Thunder Bay	200 00			
	Lighting, heating and furniture, Osgoode Hall	3,500 00			
	Board of County Court Judges—revision of rules	375 00			
	Services in Chambers for 1871—R. G. Dalton	860 00			
Education	Public and Separate Schools	240,000 00	237,181 04	2,818 96	
	Public School Inspection	27,350 00	13,067 73	14,282 27	
	Poor Schools	8,000 00	4,940 00	3,060 00	

Education	High Schools and Collegiate Institutes	80,500 00	76,290 20	4,209 80	
	Inspection of High Schools and Collegiate Institutes	7,180 00	4,733 96	2,446 04	
	County Examination of Teachers	2,035 00	1,162 44	872 56	
	County Teacher's Institutes	2,800 00		2,800 00	
	Superannuated Teachers	29,000 00	25,593 50	3,406 50	
	Normal School—salaries	16,900 00	12,675 00	4,225 00	
	do contingencies	7,065 00	3,447 06	3,617 94	
	Museum	2,650 00	1,821 64	828 36	
	Journal of Education	2,400 00	1,466 34	933 66	
	Libraries, apparatus and prizes	50,000 00	43,697 46	6,302 54	
	Depository—salaries	4,855 00	3,641 25	1,213 75	
	do contingencies	3,110 00	980 10	2,129 90	
	Education Office—salaries	14,040 00	10,530 00	3,510 00	
	do contingencies	5,490 00	2,369 71	3,120 29	
	Council of Public Instruction	2,500 00	773 05	1,726 95	
	Normal School, Ottawa	5,000 00	1,896 79	3,103 21	
Asylums and Public Institutions Maintenance	Toronto Lunatic Asylum	85,448 00	64,712 51	20,735 49	
	London do	84,042 00	69,009 64	15,032 36	
	Kingston do	52,195 00	26,000 00	26,195 00	
	Reformatory, Penetanguishene	21,794 00	15,873 46	5,920 54	
	Central Prison, Toronto	46,340 00	30,660 37	15,679 63	
	Deaf and Dumb Asylum, Belleville	32,939,00	25,207 76	7,731 24	
	Blind Institute, Brantford	22,539 00	18,969 79	3,569 21	
	Agricultural College and Farm, Guelph	18,388 00	13,237 44	5,150 56	
	School of Practical, Science, Toronto	5,800 00	4,539 29	1,260 71	
Immigration	Agencies in Europe	13,410 00			
	do Canada	7,100 00			
	To pay Dominion Government for forwarding Immigrants	25,000 00			
	Carriage of Immigrants in Ontario	10,000 00			
	Provisions and medical attendance	10,000 00	80,753 57	41,056 43	
	Advances in reduction of passage of Immigrants	45,000 00			
	Bonus certificates for arrivals in 1874	5,000 00			
	Commissions—Temporary Agents	5,000 00			
	Incidentals	1,300 00			
Agriculture, Arts, Literary and Scientific Institutions		95,100 00	82,845 29	12,254 71	
Hospitals and Charities		52,346 00	52,346 16		16
Miscellaneous	Expenses—Law Stamps and Licenses	2,500 00			
	do Municipalities and other Funds	100 00			
	do Municipal Loan Fund Debt and Surplus Schemes	2,000 00			
	do Arbitration—Ontario and Quebec	4,000 00	79,608 22		
	do do North-West Boundary	4,000 00			
	do Marriage Licenses	400 00			
	do Inspection of Railways	500 00			
	Ontario Rifle Association	600 00			
	Carried forward	1,640,435 00	1,352,868 42	356,850 78	3,775 98

Statement, &c.—*Concluded.*

SERVICE.	SUB-HEAD OF SERVICE.	Appropriation.	Expenditure.	Unexpended.	Overexpended.
		$ cts.	$ cts.	$ cts.	$ cts.
	Brought forward	1,640,435 00	1,352,868 42	356,850 78	3,775 98
Miscellaneous	Orillia Asylum—Caretaker	200 00			
	Insurance—Public Buildings	7,000 00			
	Consolidation of Statutes	5,000 00	.....	.....	7,708 22
	Expenses of Elections	40,600 00			
	do Contested Elections	5,000 00			
Public Buildings	Lunatic Asylum, Toronto	1,200 00	506 15	693 85	
	Lunatic and Idiot Asylums, London	4,200 00	8,200 89	.....	4,000 89
	Inebriate Asylum, Hamilton	45,000 00	31,687 50	13,312 50	
	Reformatory, Penetangnishene	6,000 00	675 37	5,324 63	
	Central Prison, Toronto	800 00	13,837 40	.....	13,037 40
	Deaf and Dumb Institution, Belleville	4,500 00	1,610 23	2,889 77	
	Blind Institute, Brantford	2,600 00	737 36	1,862 64	
	Agricultural College and Farm, Guelph	12,530 00	8,753 99	3,776 01	
	School of Industrial Science, Toronto	200 00	848 33	....	648 33
	Normal and Model Schools, Toronto	1,500 00	998 72	501 28	
	Normal School, Ottawa	34,000 00	17,247 13	16,752 87	
	Osgoode Hall, Toronto	3,600 00	2,290 96	1,309 04	
	Government House, Toronto	1,000 00	72 95	927 05	
	Court House and Gaol, Sault Ste. Marie	1,200 00	31 00	1,169 00	
	Lock-up and Registry Office, Thunder Bay District	6,000 00	.....	6,000 00	
	Lock-up, Nipissing District	2,000 00	2,140 00	....	140 00
	Registry Office, Parry Sound District	100 00	....	100 00	
Public Works	Grand River Works	10,000 00	.....	10,000 00	
	Lock, between Mary's and Fairy Lakes	3,000 00	1,454 31	1,545 69	
	Settler's Homestead Fund	4,100 00	572 30	3,527 70	
	Otonabee Works	2,000 00	3 30	1,996 70	
	Gull and Burnt River Works	5,930 00	2,829 37	3,109 63	
	Bridges, Port Carling	1,200 00	1,061 67	138 33	
	Muskoka River Works	5,440 00	1,121 23	4,318 77	
	Wye River Works	8,000 00	....	8,000 00	
	Balsam River Works	1,000 00	.....	1,000 00	
	Roads, Township of Ryerson	1,000 00	383 78	616 22	
	Scugog Works	5,000 00	4,967 33	32 67	
	Surveys, Inspections, Arbitrations, &c.	5,000 00	921 85	4,078 15	
	Washago and Gravenhurst Road	800 00	1,835 09	.....	1,035 09
	Maintenance of Locks	3,400 00	2,532 03	867 97	

Colonization Roads		98,300 00	68,328 01	29,971 99	
Crown Lands Expenditure	Board of Surveyors	400 00	270 00	130 00	
	Salaries of Agents, &c.	25,000 00	15,929 51	9,070 49	
	Forest Ranging and Inspection of Timber Lands	14,000 00	13,784 92	215 08	
	Inspectors Valuing Lands	2,000 00	1,798 20	201 80	
	Surveys	38,800 00	16,333 61	22,466 39	
	Miscellaneous	6,500 00	982 70	5,517 30	
Refunds	Education	750 00	937 18		187 18
	Crown Lands	23,000 00	20,899 33	2,100 67	
	Municipalities Fund	58,213 40	55,301 05	2,912 35	
	Land Improvement Fund	28,099 74	28,099 63	11	
Accountable Warrants			2,500 00		
		2,175,598 14			
Unforeseen and Unprovided		50,000 00			
	Total	2,225,598 14	1,685,343 80	523,287 43	30,533 09
Drainage Fund			31,861 48		
Drainage Debentures			57,797 32		
Railway Subsidy Fund			15,801 46		
Railway Aid do			159,314 00		
Surplus Distribution			669,533 30		
	Total	2,225,598 14	2,629,396 27	523,375 08	30,533 09

W. R. HARRIS,
Accountant.

ADAM CROOKS,
Treasurer.

TREASURY DEPARTMENT, ONTARIO,
TORONTO, 30th September, 1875.

ESTIMATES

OF THE

PROVINCE OF ONTARIO,

FOR THE

FINANCIAL YEAR ENDING 31ST DECEMBER,

1876.

Toronto:
PRINTED BY HUNTER ROSE & CO., 25 WELLINGTON STREET WEST.
1876.

SUMMARY

Of the estimated expenditures of the Province of Ontario for the Financial year ending 31st December, 1876.

No.	SERVICES.	Page.	TO BE VOTED. For current expenditure.	On capital account.	For other purposes.
			$ cts.	$ cts.	$ cts.
I.	Civil Government	1	149,501 50		
II.	Legislation	7	110,600 00		
III.	Administration of Justice	8	233,420 00		
IV.	Education	10	529,530 00		
V.	Public Institutions, Maintenance	14	373,199 00		
VI.	Immigration	21	79,000 00		
VII.	Agriculture, Arts, Literary and Scientific Institutions	22	98,150 00		
VIII.	Hospitals and Charities	23	56,696 46		
IX.	Miscellaneous Expenditure	23	40,005 00		
X.	Unforeseen and Unprovided	23	50,000 00		
XI.	Public Buildings—	24			
	(1) Repairs		21,100 00		
	(2) Capital account			111,530 00	
XII.	Public Works—	26			
	(1) Repairs		3,900 00		
	(2) Capital account			38,190 00	
XIII.	Colonization Roads	27		85,800 00	
XIV.	Charges on Crown Lands	29	70,100 00		
XV.	Refund Account	30			67,901 00
XVI.	Services in 1874 (balance)	31	16,622 23		
	Total		1,831,824 19	235,520 00	67,901 00

1. Current expenditure for 1876	1,831,824 19
2. On capital account	235,520 00
3. Other purposes	67,901 00
Amount of estimates	2,135,245 19

ESTIMATES

OF THE

PROVINCE OF ONTARIO,

FOR THE YEAR 1876.

I.—CIVIL GOVERNMENT.

To be voted per Statement (A).....$149,501 50.

No. of Vote.	A.	Details.	To be voted for 1876.	Voted for 1875.
	To Salaries and Contingencies of the several Departments at Toronto :—		$ cts.	$ cts.
1	Government House	(*a*)	5,512 00	5,412 00
2	Lieutenant-Governor's Office	(*b*)	1,900 00	1,700 00
3	Executive Council and Attorney-Generel's Department	(*c*)	12,870 00	12,236 00
4	Treasury Department	(*d*)	17,100 00	16,500 00
5	Secretary and Registrar's Office	(*e*)	19,857 50	22,420 00
6	Department of Public Works	(*f*)	18,872 00	18,572 00
7	Do Agriculture	(*g*)	1,100 00	1,100 00
	Do *Immigration*			2,194 00
8	Public Institutions	(*h*)	6,550 00	5,700 00
9	Crown Lands Department	(*i*)	50,590 00	51,130 00
10	Miscellaneous	(*j*)	15,150 00	15,090 00
			149,501 50	152,054 00

SERVICE.	To be voted for 1876.	Voted in 1875.
CIVIL GOVERNMENT.	$ cts.	$ cts.
(*a*) GOVERNMENT HOUSE.		
Water	265 00	265 00
Gas	900 00	800 00
Fuel	2,000 00	2,000 00
Repairs	700 00	700 00
Furnishings	200 00	200 00
Planting and Plants	100 00	100 00
Gardener, with house and fuel	432 00	432 00
Caretaker	365 00	365 00
Assistant Gardener	350 00	350 00
Incidentals (clearing away snow, carting ashes, sweeping flues, &c.)	200 00	200 00
	5,512 00	5,412 00

I.—CIVIL GOVERNMENT.—*Continued.*

SERVICE.		To be voted for 1876.	Voted for 1875.
		$ cts.	$ cts.
(b) Lieutenant-Governor's Office.			
Private Secretary's salary		1,200 00	1,000 00
Messenger		400 00	400 00
Contingencies		300 00	300 00
		1,900 00	1,700 00
(c) Executive Council and Attorney-General's Office.			
Attorney-General and Premier, salary		4,000 00	4,000 00
Clerk, Executive Council and Attorney-General's Department		2,800 00	2,800 00
Secretary		1,000 00	1,000 00
Assistant Clerk, Attorney-General's Department		900 00	700 00
Second do do do		600 00	500 00
Assistant Messenger		200 00	160 00
Towards establishing a Law Library		400 00	400 00
Contingencies, including stationery and repairs		1,500 00	1,500 00
Fuel, Gas and Water	$ 580 00		
Rent	1,550 00		
Housekeeper	450 00		
Fireman	360 00		
	(1) 5-10ths of $2,940 00	1,470 00	1,176 00
		12,870 00	12,236 00
(1) *The difference arises from* 1-10*th formerly charged Department of Immigration for office, and proposed to be no longer used.*			
(d) Treasurer's Office.			
Treasurer, salary		3,200 00	3,200 00
Accountant do		1,800 00	1,800 00
Clerk, do		1,400 00	1,200 00
Do do		1,000 00	1,000 00
Do do		1,000 00	900 00
Do do		800 00	800 00
Auditor, do		2,000 00	2,000 00
Book-keeper, do		1,100 00	1,100 00
Messenger and Clerk, salary		500 00	500 00
Contingencies		1,500 00	1,200 00
Cost of maintenance of East Wing, including repairs, one-third formerly charged each Department		2,000 00	2,000 00
Housekeeper, with house, fuel and light		400 00	400 00
Fireman		400 00	400 00
		17,100 00	16,500 00
(e) Secretary and Registrar's Office.			
Secretary and Registrar's salary		3,200 00	3,200 00
Assistant Secretary, do		1,600 00	1,600 00
Clerk, do		900 00	900 00
Do do		700 00	700 00
Do do	(transferred from Registrar-General's Branch)	700 00	350 00
Deputy Registrar do		1,200 00	1,200 00
Clerk, do		750 00	750 00
Do do		600 00	600 00
Messenger		400 00	400 00
Contingencies		1,650 00	1,650 00
		11,700 00	11,350 00
Registrar-General's Branch.			
First Clerk		1,000 00	1,000 00
Clerk		700 00	700 00
Three Clerks, $700 each (instead of 4)		2,100 00	2,800 00
Clerk (transferred from Secretary's Office)		500 00	
Books			500 00
Indices		200 00	200 00

I.—CIVIL GOVERNMENT.—*Continued.*

SERVICE.	To be voted for 1876.	Voted for 1875.
Registrar-General—Branch—Continued.	$ cts.	$ cts.
Schedules, slips and circulars	1,000 00	1,000 00
Payments to District Registrars (for half-year only)	1,862 50	3,725 00
Books for District Registrars	.....	200 00
Disbursements of do	.....	250 00
Stationery and Printing	300 00	300 00
Postages	150 00	150 00
Express charges	75 00	75 00
Travelling expenses in inspecting District Registrars	100 00	
Contingencies and incidentals for this Branch	170 00	170 00
	8,157 50	11,070 00
(f) Department of Public Works.		
Commissioner	3,200 00	3,200 00
Architect	2,200 00	2,200 00
Engineer	2,000 00	1,800 00
Secretary of Public Works	1,600 00	1,600 00
Accountant and Law Clerk	1,200 00	1,200 00
Architectural Draughtsman	939 00	939 00
Engineering do	939 00	939 00
Assistant do	800 00	800 00
First Clerk	800 00	800 00
Second do	700 00	600 00
Carpenter engaged on public buildings generally	624 00	624 00
Messenger	400 00	400 00
Contingencies	2,000 00	2,000 00
5-10ths of cost of office maintenance (see details under Executive Council Office)	1,470 00	1,470 00
	18,872 00	18,572 00
(g) Department of Agriculture.		
Secretary	800 00	800 00
Contingencies	300 00	300 00
	1,100 00	1,100 00
(h) Public Institutions.		
Inspector	3,000 00	3,000 00
Deputy-Inspector	1,400 00	1,200 00
Do arrears for 1875	200 00	
Clerk	600 00	600 00
Messenger—Boy	250 00	.....
Travelling expenses	700 00	600 00
Contingencies	400 00	300 00
	6,550 00	5,700 00
(i) Crown Lands Department.		
Commissioner, salary	3,200 00	3,200 00
Assistant Commissioner	2,800 00	2,800 00
Law Clerk	1,600 00	1,600 00
Shorthand Writer and Clerk	1,000 00	1,000 00
Lands Sales and Free Grants :—		
Chief Clerk, salary	2,000 00	2,000 00
Clerk, do	1,700 00	1,700 00
Do do	1,250 00	1,250 00
Do do	1,000 00	850 00
Do do	850 00	850 00

I.—CIVIL GOVERNMENT.—*Continued.*

SERVICE.	To be voted for 1876.	Voted for 1875.
CROWN LANDS DEPARTMENT.—*Continued.*	$ cts.	$ cts.
Surveys, Patents and Roads :—		
Deputy Surveyor-General, salary	2,000 00	2,000 00
Clerk, do	1,250 00	1,380 00
Do do	730 00	1,250 00
Chief Clerk Patents, do (1)	1,380 00	1,800 00
Clerk, do	1,200 00	
Do do	1,100 00	1,100 00
Clerk—dispensed with		800 00
Superintendent of Colonization Roads, salary	1,800 00	1,800 00
Clerk do salary	1,000 00	1,000 00
(1) *Transferred from Woods and Forests Branch, at reduced salary.*		
Woods and Forests :—		
Chief Clerk, salary	2,000 00	2,000 00
Clerk, do (Transferred to Surveys Branch.)		1,400 00
Do do (2)	1,200 00	
Do do	850 00	850 00
Do do	700 00	550 00
(2) *Formerly charged Crown Timber Office, Belleville.*		
Accounts :—		
Accountant salary	2,000 00	2,000 00
Bookkeeper, do	1,250 00	1,250 00
Clerk, do	1,250 00	1,250 00
Do do	850 00	850 00
Registrar, salary	1,600 00	1,600 00
Housekeeper, with house, fuel and light	500 00	500 00
Messenger, do do	500 00	500 00
Contingencies, including repairs, west wing	12.000 00	12.000 00
	50,560 00	51,130 00
(k) MISCELLANEOUS.		
To cover gratuities to officers whose services may be dispensed with	5,000 00	5,000 00
Cost of Official Gazette	4,200 00	4,200 00
Queen's Printer, salary	1,200 00	1,200 00
Clerk	300 00	240 00
Contingencies	100 00	100 00
Inspector of Registry Offices (including travelling expenses)	2,000 00	2,000 00
Inspector of Division Courts	1,400 00	1,400 00
Do Travelling expenses	650 00	650 00
Inspection of Offices of Deputy Clerks of the Crown, Deputy Master and Registrars in Chancery and County Courts, travelling expenses	300 00	300 00
	15,150 00	15,090 00

II.—LEGISLATION.

To be voted per Statement (A) ....$110,600 00.

No. of Vote.	A.	Details.	To be voted for present Session, and for Salaries, &c., in 1876.	Voted for 1875.
			$ cts.	$ cts.
1	Legislation	(a)	110,600 00	105,200 00

SERVICE.	To be now voted.	Voted in 1875.
(a) LEGISLATION.	$ cts.	$ cts.
Details.		
Mr. Speaker's salary	1,500 00	1,500 00
Clerk of the House, salary.....	1,800 00	1,800 00
Clerk of Private Bills	1,200 00	1,200 00
Law Clerk	1,000 00	1,000 00
Clerk of Routine and Records	1,000 00	900 00
Clerk	600 00	600 00
Librarian.....	1,200 00	1,200 00
Clerk of the Crown in Chancery	400 00	400 00
Do do allowance for increased duties owing to General and Special Elections in 1875...	300 00	
Accountant of the House and Stationery Clerk (also Queen's Printer)	400 00	400 00
Sergeant-at-Arms	600 00	600 00
Housekeeper and Chief Messenger, with house, fuel and light....	600 00	600 00
Three Messengers.....	1,350 00	1,350 00
Fireman	400 00	400 00
Night Watchman	400 00	400 00
Sessional Writers, Messengers and Pages.....	5,000 00	5,000 00
Postages and Cost of House Post Office...	4,000 00	4,000 00
Stationery, including Printing Paper, Printing and Binding	20,000 00	20,000 00
Printing Bills and distributing Statutes	3,000 00	3,000 00
Increase of Library	2,000 00	2,000 00
Indemnity to Members, including Mileage	55,000 00	50,000 00
Contingencies (including say $1,000 for subscriptions to newspapers and periodicals)	4,000 00	4,000 00
Repairs and furniture	2,350 00	2,350 00
Fuel	1,000 00	1,000 00
Gas and other lighting....	1,000 00	1,000 00
Water	300 00	300 00
Incidentals	200 00	200 00
	110,600 00	105,200 00

III.—ADMINISTRATION OF JUSTICE.

To be voted per Statement (A) ..... $233,420 00.

No. of vote.	A.	Details.	To be voted for 1876.	Voted for 1875.
			$ cts.	$ cts.
1	Court of Chancery	(a)	21,920 00	21,630 00
2	Court of Queen's Bench	(b)	9,020 00	8,520 00
3	Court of Common Pleas	(c)	5,110 00	5,110 00
4	Superior Judges and Court of Appeal	(d)	16,410 00	14,410 00
5	Criminal Justice	(e)	132,000 00	121,000 00
6	Miscellaneous Justice	(f)	48,960 00	48,795 00
			233,420 00	219,465 00

SERVICE.	To be voted for 1876.	Voted for 1875.
Details.	$ cts.	$ cts.
(a) COURT OF CHANCERY.		
Master's salary	3,000 00	3,000 00
Taxing Officer, salary	1,200 00	1,200 00
Clerk, do	1,200 00	1,200 00
Junior Clerk, do	600 00	600 00
Accountant, do	2,240 00	2,240 00
Clerk, do	800 00	800 00
Registrar, do	1,840 00	1,840 00
Clerk Registrar's Office, salary	1,200 00	1,200 00
Do do	1,000 00	1,000 00
Do do	800 00	600 00
Do of Records, do	1,000 00	1,000 00
Do Records Office do	500 00	500 00
Referee in Chambers, do	2,000 00	2,000 00
Clerk do do	600 00	600 00
Usher of Court, do	540 00	450 00
Clerk of Surrogate Court, do	1,600 00	1,600 00
Messenger and Housekeeper, with house, fuel and light	400 00	400 00
Contingencies, including $200 for Judges' Library	1,400 00	1,400 00
	21,920 00	21,630 00
(b) COURT OF QUEEN'S BENCH.		
Clerk of Crown and Pleas, including duties in Judges' Chambers, assigned to him under Act 33 Vic., cap. 11, Ontario Statutes	3,000 00	3,000 00
Senior Clerk, salary	1,200 00	1,200 00
Clerk, do	1,000 00	1,000 00
Junior do do	600 00	600 00
Clerk of Process, do	1,400 00	1,400 00
Assistant to do	500 00	
Housekeeper and Messenger, with house, fuel and light	500 00	500 00
Usher and Crier, do	160 00	160 00
Assistant Messenger	160 00	160 00
Contingencies, including $100 for Judges' Library	500 00	500 00
	9,020 00	8,520 00
(c) COURT OF COMMON PLEAS.		
Clerk of Crown and Pleas, including duty as Inspector of Deputy-Clerk of the Crown, &c	2,500 00	2,500 00
Senior Clerk, salary	1,200 00	1,200 00
Junior do do	1,000 00	1,000 00
Usher and Crier, do	160 00	160 00
Contingencies, including $100 for Judges' Library	250 00	250 00
	5,110 00	5,110 00

III.—ADMINISTRATION OF JUSTICE.—*Continued.*

SERVICE.	To be voted for 1876.	Voted for 1875.
	$ cts.	$ cts.
(*d*) SUPERIOR JUDGES AND COURT OF APPEAL.		
Allowances granted by 33 Vic., cap. 5, Ont. Statutes	13,000 00	13,000 00
Registrar of Court of Appeal	2,000 00	
Clerk	600 00	600 00
Usher and Crier	50 00	50 00
Assistant Messenger	160 00	160 00
Law Library	200 00	200 00
Contingencies (included formerly in Court of Chancery)	400 00	400 00
	16,410 00	14,410 00
(*e*) CRIMINAL JUSTICE.		
Crown Counsel Prosecutions	10,000 00	9,000 00
Administration of Criminal Justice	120,000 00	110,000 00
Special Services	2,000 00	2,000 00
	132,000 00	121,000 00
(*f*) MISCELLANEOUS JUSTICE.		
Deputy Clerks of the Crown and Pleas, salaries	16,000 00	16,000 00
District of Algoma.		
Sheriff's salary	1,400 00	1,400 00
Registrar, do	800 00	800 00
Clerk of the Peace and District Attorney	800 00	800 00
Clerk of the District Court	500 00	500 00
Administration of Justice	3,000 00	3,000 00
	6,500 00	6,500 00
District of Thunder Bay.		
Stipendiary Magistrate, salary	1,200 00	1,200 00
Administration of Justice	3,000 00	3,000 00
	4,200 00	4,200 00
District of Nipissing.		
Stipendiary Magistrate, salary	1,400 00	1,400 00
Administration of Justice	500 00	800 00
	1,900 00	2,200 00
District of Parry Sound.		
Stipendiary Magistrate, salary	1,400 00	1,200 00
Administration of Justice	500 00	500 00
	1,900 00	1,700 00
District of Muskoka.		
Stipendiary Magistrate, salary	1,000 00	1,000 00
Administration of Justice	500 00	500 00
	1,500 00	1,500 00
Provisional County of Haliburton.		
Stipendiary Magistrate, salary	1,000 00	1,000 00
Do do arrears for 1874 (half-year)	500 00	
Administration of Justice	500 00	500 00
	2,000 00	1,500 00

III.—ADMINISTRATION OF JUSTICE.—*Concluded.*

SERVICE.	To be voted for 1876.	Voted for 1875.
	$ cts.	$ cts.
Provincial Police.		
Clifton and Fort Erie—Salary of Police Magistrate	1,000 00	1,000 00
" " Administration of Justice	3,760 00	3,760 00
	4,760 00	4,760 00
Other Services.		
To pay Sheriffs, Criers and Constables in attending Courts of Chancery and County Courts, Deputy Clerks of the Crown and Pleas attending Assizes, and their Postages, &c.	6,000 00	5,000 00
Seals and other contingencies	500 00	500 00
Registration Books for Muskoka, Parry Sound and Thunder Bay	200 00	200 00
Lighting and heating, Osgoode Hall	3,000 00	3,000 00
Furniture, matting, &c. do	500 00	500 00
	10,200 00	9,200 00

IV.—EDUCATION.

To be voted per Statement (A) .....$529,530 00.

No. of Vote.	A.	Details.	To be voted for 1876.	Voted for 1875.
			$ cts.	$ cts.
1	Public and Separate Schools	(a)	240,000 00	240,000 00
2	Inspection of Public and Separate Schools	(b)	28,350 00	27,350 00
3	Schools in New and Poor Townships	(c)	10,000 00	8,000 00
4	Collegiate Institutes and High Schools	(d)	80,500 00	80,500 00
5	Inspection of Collegiate Institutes and High Schools	(e)	8,080 00	7,180 00
6	County Examination of Teachers	(f)	2,550 00	2,035 00
7	County Teachers' Institutes	(g)	2,800 00	2,800 00
8	Superannuated Teachers	(h)	33,000 00	29,000 00
9	Normal and Model Schools (Toronto) salaries	(i)	18,300 00	16,900 00
10	do contingencies and repairs	(j)	7,150 00	7,065 00
11	Educational Museum and Library	(k)	2,500 00	2,650 00
12	Journal of Education	(l)	2,360 00	2,400 00
13	Maps, Apparatus and Library Books	(m)	50,000 00	50,000 00
14	Educational Depository, salaries	(n)	5,105 00	4,855 00
15	do contingencies	(o)	3,110 00	3,110 00
16	Education Office, salaries	(p)	14,700 00	14,040 00
17	do contingencies and repairs	(q)	4,775 00	5,490 00
18	Council of Public Instruction	(r)	2,800 00	2,500 00
19	Normal School, Ottawa, salaries and contingencies	(s)	13,450 00	5,000 00
			529,530 00	510,875 00

IV.—EDUCATION.—*Continued.*

SERVICE.	To be voted for 1876.	Voted for 1875.
Details.	$ cts.	$ cts.
(a) Public and Separate Schools	240,000 00	240,000 00
(b) Inspection of Public and Separate Schools.		
5,000 schools and departments at $5	25,000 00	24,000 00
Additional cost of inspecting and organizing schools in the Algoma, Nipissing and other remote settlements	2,500 00	2,500 00
Printing inspectors' annual and special reports, including paper	450 00	450 00
Postages, stationery and contingencies	400 00	400 00
	28,350 09	27,350 00
(c) Schools in New and Poor Townships	10,000 00	8,000 00
(d) Collegiate Institutes and High Schools.		
Existing High Schools	72,000 00	72,000 00
New do	2,500 00	2,500 00
Collegiate Institutes	6,000 00	6,000 00
(e) Inspection of Collegiate Institutes and High Schools.	80,500 00	80,500 00
Three Inspectors' salaries	6,000 00	6,000 00
Travelling allowances (1)	600 00	
Six Sub-Examiners of "Intermediate" Examination Papers (2)	300 00	
Office and Inspectors' stationery, printing examination papers, postage and contingencies	1,180 00	1,180 00
(1) *Recommended by Council of Public Instruction.*	8,080 00	7,180 00
(2) *do do*		
(f) County Examinations of Public School Teachers.		
Central Committee of Examiners (3)	1,000 00	800 00
Two additional Examiners	400 00	
Printing examination papers, forms of certificates, &c.	750 00	750 00
Postages, stationery and contingencies	400 00	385 00
Medals for competition, Teachers' examination (4)	400 00	100 00
(3) *Recommended by Council of Public Instruction.*		
(4) *do do*	2,950 00	2,035 00
(g) County Teachers' Institutes (Re-vote)	2,500 00	2,500 00
Printing, stationery and contingencies (Re-vote)	300 00	300 00
(h) Superannuated High and Public School Teachers.	2,800 00	2,800 00
Annual retiring allowance to old Teachers (250); in 1875 (200) (5)	30,000 00	26,000 00
Do for 1st and 2nd class Teachers and High School Masters	2,000 00	2,000 00
Do to worn-out Teachers, non-contributors	1,000 00	1,000 00
(5) *Teachers' Contributions to this fund amounted to* $12,976 *in* 1874.		
do do 9,570 *to 1st October,* 1875.	33,000 00	29,000 00
(i) Normal and Model Schools, Toronto.		
Salaries:		
The Principal	2,000 00	2,000 00
Science Master	1,800 00	1,500 00
Mathematical Master	1,500 00	1,500 00
Writing and Bookkeeping Master	900 00	900 00
Drawing Master	600 00	400 00
Music Master	500 00	400 00
Gymnastic Master	300 00	300 00
Head Master of Boys' Model School (6)	1,200 00	1,100 00
First Assistant do	1,000 00	900 00
Second do do	800 00	700 00
Third do do	700 00	600 00
Head Mistress of Girls' Model School	1,000 00	900 00
First Assistant do	800 00	700 00

IV.—EDUCATION.—*Continued.*

SERVICE.	To be voted for 1876.	Voted for 1875.
(i) NORMAL AND MODEL SCHOOLS—*Continued.*	$ cts.	$ cts.
Second Assistant of Girls' Model School	700 00	600 00
Third do do	650 00	550 00
Clerk of the Normal and Model School	600 00	600 00
Head Gardener and Keeper of Grounds, with house and fuel	410 00	410 00
First Engineer, with fuel and rooms	410 00	410 00
Second do	400 00	400 00
Third do	360 00	360 00
Janitor of Normal School, including scrubbing, washing, &c.	450 00	450 00
Do Boys' Model School	420 00	420 00
Do Girls' do	400 00	400 00
Assistant Gardener	400 00	400 00
(6) *The number of pupils in the Model School is about* 450, *and the annual revenue about* $9,000.		
	18,300 00	16,900 00
(j) NORMAL AND MODEL SCHOOLS, TORONTO.		
Contingencies:		
Half cost of stationery and text-books (other half paid by the students)	2,500 00	2,500 00
Half cost of maps, apparatus and library books (other half paid out of library, map and apparatus grant)	550 00	550 00
Half cost of prize books for Model School pupils (other half paid out of library, map and apparatus grant)	250 00	250 00
Text and reference books for master and reading room for students	150 00	150 00
Printing and stationery, chemicals and supplies	500 00	500 00
Expenses of grounds, plants and plant-house	600 00	600 00
Fuel and light	1,650 00	1,585 00
Water	400 00	380 00
Contingencies	550 00	550 00
	7,150 00	7,065 00
(k) PROVINCIAL EDUCATIONAL MUSEUM AND LIBRARY.		
Specimens of school furniture and fittings, apparatus and maps, text-books and works on education	500 00	500 00
Various models	200 00	200 00
Books and illustrations of Canadian history	200 00	200 00
Casts, photographs and engravings	200 00	200 00
Frames, glass, painting and fittings	400 00	200 00
Binding Canadian books and pamphlets	100 00	500 00
Restoring casts, pictures and colouring rooms	200 00	200 00
Fuel, water and light	400 00	350 00
Printing, furnishings and contingencies	100 00	100 00
Caretaker	200 00	200 00
	2,500 00	2,650 00
(l) JOURNAL OF EDUCATION.		
Printing, folding and mailing 6,500 copies (formerly 6,250)	1,860 00	1,800 00
Postages on 6,500 copies	200 00	300 00
Plans for schoolhouses and grounds	100 00	100 00
Engraving plans of new schoolhouses in Ontario, and other illustrations	100 00	100 00
Periodicals and contingencies	100 00	100 00
	2,360 00	2,400 00
(m) MAPS, APPARATUS, LIBRARY AND PRIZE BOOKS,		
Including payments for purchases from booksellers	50,000 00	50,000 00
(n) EDUCATIONAL DEPOSITORY.		
Salaries:		
Clerk of Libraries	1,400 00	1,400 00
Cashier and Assistant Clerk	900 00	800 00
Despatch Clerk	500 00	500 00
Clerk of Sales	400 00	365 00
Do Stores	400 00	400 00
Do Stock	400 00	365 00
Do Invoices	300 00	300 00

IV.—EDUCATION.—*Continued.*

SERVICE.	To be voted for 1876.	Voted for 1875.
	$ cts.	$ cts.
(n) EDUCATIONAL DEPOSITORY—*Continued.*		
Copying Clerk	240 00	200 00
Junior Assistant Clerk	200 00	160 00
Furnaceman and Messenger	365 00	365 00
	5,105 00	4,855 00
(o) EDUCATIONAL DEPOSITORY.		
Contingencies:		
Postages	450 00	450 00
Stationery	485 00	485 00
Fuel, water and light	525 00	525 00
Printing forms and circulars	400 00	375 00
Printing catalogues	300 00	300 00
Packing paper, twine, nails, &c.	350 00	350 00
Shelving, fixtures and painting	300 00	325 00
Furnishings and contingencies	300 00	300 00
	3,110 00	3,110 00
(p) EDUCATION OFFICE.		
Salaries:		
Chief Superintendent	4,000 00	4,000 00
Deputy Superintendent and Editor of Journal of Education	2,800 00	2,800 00
Chief Clerk and Accountant, also Clerk to Council of Public Instruction	1,800 00	1,800 00
Clerk of Statistics	1,200 00	1,200 00
Do Records	1,000 00	1,000 00
Do Correspondence	900 00	900 00
Do Reference	500 00	450 00
Assistant Clerk of Correspondence	560 00	440 00
Second do do	450 00	
Clerk of Reports and Returns	400 00	400 00
General Assistant Clerk	400 00	350 00
Junior do	250 00	200 00
Caretaker, including all allowances for cleaning, washing and scrubbing	500 00	500 00
	14,700 00	14,040 00
(q) EDUCATION OFFICE.		
Contingencies:		
Postages	550 00	550 00
Printing circulars, blanks and paper	600 00	600 00
Fuel and light	500 00	480 00
Office stationery and account books	400 00	350 00
Books, newspapers, law and other reports	200 00	185 00
Public School Law	350 00	350 00
15,000 yearly and half-yearly blank forms for trustees, &c.	275 00	275 00
Law appeal cases (re-vote)	250 00	250 00
Office furniture and fixtures, petty repairs and various incidentals	450 00	450 00
6,000 Chief Superintendent's report for 1876	1,200 00	2,000 00
	4,775 00	5,490 00
(r) COUNCIL OF PUBLIC INSTRUCTION.		
Travelling expenses of members	600 00	600 00
Expenses of elections	300 00	100 00
Revising text-books (re-vote)	1,000 00	1,000 00
Assistant Clerk	600 00	550 00
Contingencies	300 00	250 00
	2,800 00	2,500 00
(s) NORMAL SCHOOL, OTTAWA.		
Salaries:		
The Principal	2,000 00	
Mathematical Master	1,500 00	
Science Master	1,500 00	
Writing and Bookkeeping Master	200 00	
Drawing Master	150 00	
Music Master	150 00	

IV.—EDUCATION.—*Concluded.*

SERVICE.	To be voted for 1876.	Voted for 1875.
(s) NORMAL SCHOOL, OTTAWA—*Continued.*	$ cts.	$ cts.
Clerk	800 00	
First Engineer and Gardener	600 00	
Second do and Assistant Gardener	360 00	
Two Labourers on grounds in summer, at $240	480 00	
Janitor	360 00	
Do to pay for scrubbing and cleaning	150 00	
	8,250 00	
Contingencies:		
Half cost of stationery and text books (other half paid by the students)	1,800 00	
Half cost of maps, apparatus and library books (other half paid out of library, map and apparatus grant)	400 00	
Text and reference books for masters, and reading-room for students	200 00	
Printing and stationery, chemicals and supplies	400 00	
Expenses of grounds (including plants, shrubs, &c.)	400 00	
Fuel and light	1,200 00	
Water	300 00	
Contingencies	500 00	
	5,200 00	

V.—PUBLIC INSTITUTIONS, MAINTENANCE.

To be voted per Statement (A).....$373,099 00.

No. of Vote.	A.	To be voted for 1876.	Voted for 1875.
		$ cts.	$ cts.
1	Asylum for the Insane, Toronto	85,446 00	85,448 00
2	Do London, and Idiot Asylum Branch of same	85,030 00	84,042 00
3	Do Kingston	52,195 00	52,195 00
4	Provincial Reformatory, Penetanguishene	21,930 00	21,794 00
5	Central Prison	45,230 00	46,340 00
6	Institution for the Deaf and Dumb, Belleville	33,759 00	32,939 00
7	Do Blind, Brantford	25,169 00	22,539 00
8	School of Agriculture	18,240 00	18,388 00
9	Do Practical Science	6,200 00	5,800 00
		373,199 00	369,485 00

V.—PUBLIC INSTITUTIONS, MAINTENANCE.—*Continued.*

SERVICE.		To be voted for 1876.	Voted for 1875.
		$ cts.	$ cts.
Details.			
1. Asylum for the Insane, Toronto.			
For 600 Patients.			
Medicine and medical comforts		350 00	350 00
Fuel		12,000 00	12,000 00
Butchers' meat		12,000 00	12,000 00
Flour		8,000 00	9,250 00
Butter		4,750 00	4,750 00
Beer, wine and spirits		1,850 00	1,850 00
Gas and oil		2,300 00	2,300 00
Groceries		7,750 00	7,500 00
Fruit and vegetables		750 00	750 00
Bedding, clothing and shoes		6,000 00	5,000 00
Furniture and furnishings		1,000 00	1,000 00
Laundry and soap		1,200 00	1,200 00
Farm		2,000 00	2,000 00
Miscellaneous		1,800 00	1,800 00
Repairs and alterations		2,000 00	2,000 00
		63,750 00	63,750 00
Salaries and Wages.	No. of officers and employees.		
Medical Superintendent	1	2,000 00	2,000 00
Assistant do	1	1,000 00	1,000 00
Clinical Assistants	3	700 00	700 00
Bursar	1	1,400 00	1,400 00
Storekeeper	1	400 00	300 00
Steward	1	600 00	600 00
Matron	1	400 00	400 00
Assistant Matron	1	192 00	192 00
Engineer	1	740 00	740 00
Assistant Engineer	1	432 00	432 00
Stokers	2	480 00	480 00
Carpenters	2	1,050 00	1,050 00
Gardener	1	216 00	216 00
Assistant Gardener	1	216 00	216 00
Porter or Messenger	1	240 00	240 00
Baker	2	350 00	288 00
Tailor	1	400 00	264 00
Farmer and Assistant	2	456 00	456 00
Night Watchers	3	720 00	720 00
Chief Attendants	3	792 00	792 00
Ordinary Male Attendants	21	4,464 00	4,464 00
Females.			
Ordinary Female Attendants	23	1,968 00	1,968 00
Night Attendants	3	360 00	360 00
Cooks	8	732 00	732 00
Laundresses	7	612 00	612 00
Housemaids	6	468 00	468 00
Seamstress	1	108 00	108 00
Extra assistance		200 00	500 00
	99	85,446 00	85,448 00

V.—PUBLIC INSTITUTIONS, MAINTENANCE.—*Continued.*

SERVICE.		To be voted for 1876.	Voted for 1875.
2. Asylum for the Insane, London.		$ cts.	$ cts.
For 650 Patients.			
Medicine and medical comforts		350 00	350 00
Fuel (including Idiot Asylum)		11,500 00	12,000 00
Butchers' meat		12,500 00	12,000 00
Flour		7,000 00	7,500 00
Butter		4,250 00	3,750 00
Beer, wine and spirits		1,850 00	1,850 00
Gas and oil		2,300 00	2,500 00
Groceries		7,500 00	7,000 00
Fruit and vegetables		1,000 00	1,500 00
Bedding, clothing and shoes		6,500 00	6,500 00
Furniture and furnishings		1,500 00	1,500 00
Laundry and soap		1,500 00	1,200 00
Farm, feed and fodder		2,000 00	2,000 00
Miscellaneous		1,800 00	1,800 00
Repairs and alterations		2,000 00	1,500 00
		63,550 00	62,950 00
Salaries and Wages.	No. of officers and employees.		
Medical Superintendent	1	2,000 00	2,000 00
Assistant do	1	1,000 00	1,000 00
Clinical Assistant	1	400 00	400 00
Bursar	1	1,200 00	1,200 00
Steward	1	600 00	600 00
Matron	1	400 00	400 00
Engineer	1	740 00	740 00
Assistant Engineer			400 00
Stokers (1 for Idiot Asylum)	4	960 00	480 00
Carpenters	2	1,000 00	1,000 00
Gardener	1	400 00	400 00
Assistant Gardener	1	240 00	240 00
Butcher	1	192 00	192 00
Porter or Messenger	1	192 00	192 00
Baker	1	360 00	360 00
Tailor	1	264 00	264 00
Farmer	1	400 00	400 00
Ploughmen	2	672 00	672 00
Night Watchers	2	480 00	480 00
Chief Attendants	5	1,356 00	1,356 00
Ordinary Male Attendants	16	3,384 00	3,408 00
Cowman	1	216 00	216 00
Females.			
Chief Attendants	3	540 00	540 00
Ordinary Female Attendants	19	2,040 00	1,740 00
Night Attendants	2	240 00	240 00
Cooks	7	828 00	420 00
Laundresses	4	456 00	432 00
Housemaids	5	504 00	504 00
Dairymaid	1	96 00	96 00
Seamstress	1	120 00	120 00
Extra Assistance	1	200 00	600 00
	89	85,030 00	84,042 00
3. Asylum for the Insane, Rockwood, Kingston.			
Maintenance of Ontario Patients at Rockwood Asylum, for food, clothing, medical attendance, &c., &c., for 365 patients, at $143 per annum each		52,195 00	52,195 00

V.—PUBLIC INSTITUTIONS, MAINTENANCE.—*Continued.*

SERVICE.			To be voted for 1876.	Voted for 1875.
4. Provincial Reformatory, Penetanguishene.			$ cts.	$ cts.
For 175 Offenders (150 in 1875).				
Rations			5,000 00	5,000 00
Clothing			2,500 00	2,800 00
Bedding			500 00	500 00
Farm, farm stock and stables			500 00	500 00
Hospital			100 00	100 00
Library and schools			500 00	200 00
Fuel			350 00	250 00
Cleaning, light and laundry			450 00	350 00
Furniture, tools and shop fixtures			500 00	500 00
Repairs, ordinary			500 00	500 00
Incidentals			600 00	614 00
Postage and stationery				250 00
			11,500 00	11,564 00
Salaries and Wages.	No. of officers and employees.			
Warden	1		1,600 00	1,600 00
Bursar and Deputy Warden	1		850 00	850 00
Surgeon	1		500 00	400 00
Steward	1		660 00	560 00
Chaplains	2		800 00	800 00
Teachers	2		800 00	800 00
Keepers and Trade Instructors	4		1,600 00	1,600 00
Do Ordinary	4		1,440 00	1,440 00
Farmer	1		460 00	400 00
Stable-keeper	1		260 00	260 00
Day Guard and Drill Instructor	1		260 00	260 00
Night Guard	1		260 00	260 00
Gatekeeper	1		260 00	260 00
Engineer	1		600 00	600 00
Temporary assistance	...		200 00	200 00
	22		21,930 00	21,794 00
5. Central Prison (300 *Prisoners*).				
Medicine, medical comforts and appliances			200 00	300 00
Butchers' meat and fish			7,000 00	7,250 00
Flour, bread and meal			5,000 00	5,500 00
Groceries and other provisions			5,000 00	5,500 00
Bedding, clothing and shoes			4,500 00	4,500 00
Fuel			3,500 00	4,000 00
Gas and oil			1,200 00	1,000 00
Laundry, soap and cleaning			600 00	500 00
Stationery, advertising, printing and postage			400 00	300 00
Library, schools and lectures			500 00	500 00
Furniture and furnishing			500 00	500 00
Stable forage, &c.			500 00	500 00
Repairs, &c.			500 00	500 00
Unenumerated			500 00	500 00
			29,900 00	31,350 00
Salaries and Wages.	No. of officers and employees.			
Warden	1		2,000 00	2,000 00
Bursar	1		1,200 00	1,200 00
Physician	1		1,000 00	1,000 00
Chief Guard	1		800 00	800 00
Steward and Storekeeper	1		600 00	600 00
Prison Bailiff	1		800 00	800 00
Day Guards and Shop Supervisors, with board	16		6,500 00	6,500 00
Deputy Chief Guard	1		600 00	500 00
Engineer	1		740 00	740 00

V.—PUBLIC INSTITUTIONS, MAINTENANCE.—*Continued.*

SERVICE.		To be voted for 1876.	Voted for 1875.
		$ cts.	$ cts.
5. CENTRAL PRISON.—*Continued.*			
Salaries and Wages.—Continued.	No. of officers and employees.		
Stoker	1	240 00	
Baker and Cook	1	600 00	600 00
Messenger	1	250 00	250 00
	27	45,230 00	46,340 00
6. INSTITUTION FOR THE DEAF AND DUMB, BELLEVILLE.			
For 220 pupils (200 in 1875).			
Medicine		125 00	125 00
Medical comforts and appliances			
Butchers' meat, fish and fowl		4,000 00	3,750 00
Flour		2,500 00	2,000 00
Butter		1,500 00	1,500 00
General groceries		2,300 00	2,300 00
Fruit and vegetables		500 00	500 00
Bedding, clothing and shoes		500 00	500 00
Fuel		2,500 00	2,500 00
Gas, oil, &c.		1,100 00	1,000 00
Laundry, soap and cleaning		500 00	500 00
Furniture and furnishing		500 00	500 00
Farm, feed and fodder		600 00	600 00
Repairs and alterations		500 00	500 00
Advertising, printing, stationery and postage		400 00	500 00
Books, apparatus and appliances		500 00	500 00
Unenumerated		750 00	1,000 00
		18,775 00	18,275 00
Salaries and Wages.	No. of officers and employees.		
Principal	1	1,800 00	1,800 00
Physician	1	500 00	500 00
Bookkeeper and Steward	1	800 00	800 00
Matron	1	300 00	300 00
Teachers	11	6,250 00	5,500 00
Visitors' attendant	1	180 00	180 00
Housekeeper	1	200 00	200 00
Engineer	1	600 00	600 00
Fireman	1	228 00	228 00
Farmer	1	400 00	480 00
Farm-hand	1	192 00	192 00
Gardener	1	240 00	240 00
Baker and Cook	1	400 00	450 00
Night Watchman	1	240 00	240 00
Carpenter and Assistant	2	650 00	650 00
Shoemaker	1	500 00	500 00
Messenger	1	84 00	84 00
Cook	1	120 00	120 00
Maids	11	1,100 00	828 00
Gatekeeper	...	dispnsd with	72 00
Extra assistance	...	200 00	200 00
	40	33,759 00	32,439 00

V. PUBLIC INSTITUTIONS, MAINTENANCE.—*Continued.*

SERVICE.		To be voted for 1876.	Voted for 1875.
		$ cts.	$ cts.
7. Institution for the Blind, Brantford.			
For 140 *Pupils (*120 *in* 1875).			
Medicines, medical comforts and appliances		75 00	75 00
Butchers' meat, fish and fowl		2,500 00	2,000 00
Flour		1,150 00	900 00
Butter		800 00	700 00
General groceries		1,800 00	1,300 00
Fruit and vegetables		250 00	250 00
Bedding, clothing and shoes		400 00	400 00
Fuel		2,500 00	2,500 00
Gas, oil, &c.		800 00	600 00
Laundry, soap and cleaning		300 00	300 00
Furniture and furnishing		400 00	400 00
Farm, feed and fodder		600 00	600 00
Repairs and alterations		400 00	400 00
Advertising, printing, stationery and postage		450 00	400 00
Books, apparatus and appliances		400 00	400 00
Unenumerated		550 00	500 00
		13,375 00	11,725 00
Salaries and Wages.	No. of officers and employees.		
Principal	1	1,600 00	1,600 00
Physician	1	300 00	300 00
Bursar	1	800 00	800 00
Matron	1	300 00	300 00
Teachers	6	3,500 00	3,350 00
Trade Instructor	1	1,000 00	1,000 00
Visitors' Attendant	1	120 00	120 00
Engineer	1	600 00	600 00
Fireman	1	360 00	360 00
Gardener	1	400 00	400 00
Teamster	1	240 00	240 00
Porter	1	216 00	216 00
Cook and Baker	2	400 00	144 00
Kitchen and Dining Room Maids	6	612 00	96 00
Laundress	1	144 00	120 00
Laundress' Assistants	2	228 00	192 00
Boys' Attendant	1	192 00	
Nurses	2	240 00	240 00
Housemaids	2	192 00	336 00
Night Watchman	1	250 00	
Temporary Assistance		100 00	100 00
	34	25,169 00	22,239 00
9. School of Agriculture.			
Maintenance.			
Medicines and medical comforts		50 00	50 00
Meat, fish and fowl		1,600 00	1,600 00
Bread and biscuit		600 00	600 00
General groceries		1,600 00	1,600 00
Fuel		1,000 00	900 00
Light		250 00	250 00

V.—PUBLIC INSTITUTIONS, MAINTENANCE.—*Continued.*

SERVICE.	No. of officers and employees.	To be voted for 1876.	Voted for 1875.
8. School of Agriculture.—*Continued.*		$ cts.	$ cts.
Maintenance.			
Laundry, soap and cleaning		150 00	100 00
Furniture, furnishing and bedding		250 00	300 00
Repairs (School)		400 00	400 00
Advertising, postage and stationery		600 00	400 00
Experiments		1,000 00	
Unenumerated		200 00	200 00
Plants		.....	2,150 00
Contingencies		400 00	400 00
		8,100 00	8,950 00
Salaries and Wages.			
Rector and Lecturer on Natural Science	1	1,500 00	1,000 00
Professor of Agriculture and Farm Manager	1	2,000 00	2,000 00
Lecturer on Chemistry	1	1,000 00	
Lecturer on Veterinary Surgery	1	600 00	
Physician	1	200 00	200 00
Farm Foreman	1	600 00	600 00
Live stock do	1	600 00	600 00
Gardener	1	600 00	600 00
Carpenter	1	600 00	600 00
Ploughmen		.....	750 00
Do		.....	200 00
Yardman		.....	360 00
Matron	1	300 00	200 00
Cook	1	144 00	144 00
Laundress	1	120 00	96 00
Dairymaid	1	120 00	84 00
General servant	1	96 00	
Housemaids	2	180 00	
Engineer	1	360 00	360 00
Assistant do for 5 months	1	100 00	100 00
Messenger, &c.	1	120 00	144 00
Bonus to pupils		900 00	1,400 00
	19	18,240 00	18,388 00
9. School of Practical Science.			
Salaries		4,000 00	4,000 00
Apparatus and chemicals		400 00	
Gas		300 00	300 00
Fuel		500 00	500 00
Water		200 00	200 00
Ordinary repairs and incidentals		200 00	200 00
Housekeeper		600 00	600 00
		6,200 00	5,800 00

VI.—IMMIGRATION.

To be voted per Statement (A).....$79,000 00.

No. of Vote.	A.	To be voted for 1876.	Voted for 1875.
		$	$ cts.
1	Agencies in Europe (*a*)	7,800 00	13,410 00
2	Agencies in Canada (*b*)	2,400 00	7,100 00
3	Dominion Government, to meet proportion of charges for forwarding Immigrants to Ontario	25,000 00	25,000 00
4	Carriage of Immigrants in Ontario, including maintenance	8,000 00	10,000 00
5	Provisions for same, including medical attendance	8,000 00	10,000 00
6	Assistance by way of payments in reduction of passage money to selected Emigrants, and specially consigned to Ontario	25,000 00	45,000 00
	Amount required to meet Bonus Certificates for arrivals in 1874, and yet to come in		5,000 00
7	Commissions to shipping and other occasional Agents forwarding Emigrants to Ontario	2,000 00	5,000 00
8	Incidentals	800 00	1,300 00
		79,000 00	121,810 00

SERVICE.

(*a*) *Details.*

Agent in London, including all his expenses	2,000 00	
Dominion Government, proportion payable to it for rent, taxes, printing and advertising, and for services by its Agents, and for general office work and contingencies, under agreement with the Provinces, approved by Resolution of the Legislative Assembly, 20th Novsmber, 1874	5,500 00	
Incidental expenses	300 00	
		7,800 00

(*b*) *Details.*

Agent forwarding Immigrants from Quebec to Agencies in Ontario	1,000 00	
Allowance for Interpreter and Police at Toronto	600 00	
In Muskoka and outlying Districts, 4 Local Agents at $100 each	400 00	
Travelling expenses of Agent	400 00	
		2,400 00

VII.—AGRICULTURE, ARTS, LITERARY AND SCIENTIFIC INSTITUTIONS.

To be voted per Statement (A).....$98,150 00.

No. of Vote.	A.	To be voted for 1876.	Voted for 1875.
		$ cts.	$ cts.
	AGRICULTURE.		
1	Electoral Division Societies, 81 at $700	56,700 00	54,600 00
2	Do 1 at 550	550 00	550 00
3	Do 6 at 350	2,100 00	2,450 00
4	Outlying Districts	300 00	700 00
5	Fruit Growers' Association	1,000 00	1,000 00
6	Entomological Society	750 00	750 00
7	Dairyman's Association	2,000 00	700 00
8	Agricultural Association	10,000 00	10,000 00
9	Ontario Poultry Association	400 00	
10	For sundry services in connection with Agriculture and Arts—such as investigations of disease in animals and crops, and of ravages of insects; and for agricultural instruction, dairy products, and other charges not otherwise provided for	2,000 00	2,000 00
		75,800 00	72,750 00
	ARTS.		
11	Mechanics' Institutes	20,000 00	20,000 00
12	Art Union	500 00	500 00
		20,500 00	20,500 00
	LITERARY.		
13	Aid to Canadian Institute, Toronto	750 00	750 00
14	Do Institut Canadien, Ottawa	300 00	300 00
15	Do Athenæum, Ottawa	300 00	300 00
		1,350 00	1,350 00
	SCIENTIFIC.		
16	To promote scientific research	500 00	500 00
	Totals	$98,150 00	95,100 00

VIII.—HOSPITALS AND CHARITIES.

To be voted per Statement (A).....$56,696 46.

No. of Vote.	A.	To be voted for 1876.	Voted for 1875.
	(Upon the terms and conditions of Statute 37 Vic., ch. 33.)	$ cts.	$ cts.
	Details.		
1	For Hospitals and Institutions mentioned in Schedule "A" of Statute..	41,506 93	33,000 00
2	" Institutions in Schedule "B" of Statute	7,526 63	9,000 00
3	" Do in Schedule "C" of Statute	7,662 90	8,000 00
			50,000 00
	Additional required to make up deficiency in allowances to certain Institutions, under Act, so as to equal amount paid in 1874	.....	2,346 00
		56,696 46	52,346 00

IX.—MISCELLANEOUS EXPENDITURE.

To be voted per Statement (A).....$40,005 00.

No. of Vote.	A.	To be voted for 1876.	Voted for 1875.
		$ cts.	$ cts.
1	To cover expenses of collection of revenue for law stamps and licenses..	1,000 00	2,500 00
2	To cover expenses in connection with municipalities and other funds..	100 00	100 00
3	To provide for expenses attending the settlement of the Municipal Loan Fund debt and surplus schemes	1,000 00	2,000 00
4	To provide for expenses *re* Ontario and Quebec Settlement (re-vote)..	4,000 00	4,000 00
5	To provide for expenses *re* Northern and Western boundaries (re-vote)	4,000 00	4,000 00
6	Marriage Licenses, printing and incidentals	400 00	400 00
7	Inspection of railways	500 00	500 00
8	Ontario Rifle Association	600 00	600 00
9	Orillia Asylum Care-taker, and for services from 1st June, 1872, to 1st April, 1873 ($165 50)	405 50	200 00
10	Insurance on public buildings and furniture.....	1,000 00	7,000 00
11	Consolidation of Statute Law (re-vote in part)	4,000 00	5,000 00
	" " for printing	4,000 00	
12	Expenses of elections.....	5,000 00	37,600 00
13	" contested elections	2,000 00	5,000 00
14	To cover unpaid Election accounts	7,000 00	
15	Unpaid accounts for Election Trials in 1875	2,000 00	
16	County Court Judges, for expenses of revision of voters' lists for 1876....	3,000 00	3,000 00
		40,005 00	71,900 00

X.—UNFORESEEN AND UNPROVIDED.

To be voted per Statement (A).....$50,000 00.

No. of Vote.	A.	To be voted for 1876.	Voted for 1875.
		$ cts.	$ cts.
	To meet unforeseen and unprovided expenses	50,000 00	50,000 00

XI.—PUBLIC BUILDINGS.

To be voted per Statement (A).....$132,630·00.

No. of Vote.	A.	Details.	To be voted for 1876.	Voted for 1875.
			$ cts.	$ cts.
1	Asylum for the Insane, Toronto	(a)	1,000 00	1,200 00
2	Do London	(b)	5,000 00	4,200 00
3	Asylum at Hamilton	(c)	35,330 00	45,000 00
4	Provincial Reformatory, Penetanguishene	(d)	5,000 00	6,000 00
5	Central Prison	(e)	800 00	800 00
6	Deaf and Dumb Institute	(f)	2,500 00	4,500 00
7	Blind Institute	(g)	3,500 00	2,600 00
8	School of Agriculture	(h)	13,900 00	12,530 00
9	Do Practical Science	(i)	1,000 00	200 00
10	Normal School and Education Office	(j)	4,000 00	1,500 00
11	Normal School, Ottawa	(k)	6,000 00	34,000 00
12	Osgoode Hall	(l)	3,000 00	3,600 00
13	Government House	(m)	10,000 00	1,000 00
14	Parliament and Departmental Buildings	(n)	2,000 00	.....
15	Court House and Gaol, Sault Ste. Marie	(o)	1,000 00	1,200 00
16	Lock-up do Thunder Bay	(p)	6,000 00	6,000 00
17	Do do Nipissing District	(q)	500 00	.....
18	Do Muskoka District	(r)	3,000 00	2,000 00
19	Registry Office, Parry Sound District	(s)	100 00	100 00
20	Asylum, Orillia	(t)	29,000 00	.....
			132,630 00	126,430 00

SUMMARY.

1	Re-votes, included in above	22,000 00	.....
2	Expenditure on Capital Account (new)	89,530 00	.....
3	Do for repairs	21,100 00	.....
		132,630 00	

SERVICE.	To be voted for 1876.	——
Details.	$ cts.	$ cts.
(a) Asylum for Insane, Toronto.		
Lowering water supply pipe, and repairs to crib-work at engine house	1,000 00	
(b) Asylum for Insane, London.		
Filtering vault to main drainage and connections	5,000 00	
(c) Asylum, Hamilton.		
Completing 4th story, gas and water supply pipes, finishing new work in basement, fencing, &c.	18,580 00	
Furniture and furnishings	16,750 00	
	35,330 00	

XI.—PUBLIC BUILDINGS.—*Continued.*

SERVICE.	To be voted for 1876.	——
	$ cts.	
(*d*) PROVINCIAL REFORMATORY, PENETANGUISHENE.		
Re-vote, unexpended balance (estimated)	5,000 00	
(*e*) CENTRAL PRISON, TORONTO.		
To complete hospital	250 00	
For fitting engine for laundry	100 00	
" lumber and materials for workshop	450 00	
	800 00	
(*f*) DEAF AND DUMB INSTITUTE, BELLEVILLE.		
Re-vote, unexpended balance (estimated)	2,500 00	
(*g*) BLIND INSTITUTE, BRANTFORD.		
Re-vote, unexpended balance (estimated)	1,500 00	
Improvements to grounds and planting	2,000 00	
	3,500 00	
(*h*) SCHOOL OF AGRICULTURE.		
Finishing and furnishing Mansard story	500 00	
Do Veterinary rooms	1,500 00	
Addition to greenhouse	600 00	
Library and apparatus	1,000 00	
Live stock	10,000 00	
Implements	300 00	
	13,900 00	
(*i*) SCHOOL OF PRACTICAL SCIENCE.		
Repairs to building, including new boiler for steam heating	1,000 00	
(*j*) NORMAL SCHOOL AND EDUCATION OFFICE.		
General repairs to building and premises	4,000 00	
(*k*) NORMAL SCHOOL, OTTAWA.		
Re-vote, unexpended balance (estimated)	6,000 00	
(*l*) OSGOODE HALL.		
General repairs to building, including furnishings	3,000 00	
(*m*) GOVERNMENT HOUSE.		
General repairs to building, painting, furniture, furnishings and improvements to grounds	10,000 00	
(*n*) PARLIAMENT BUILDINGS.		
General repairs, fencing, planting, &c.	2,000 00	
(*o*) ALGOMA DISTRICT.		
Court-house and gaol, Sault Ste. Marie (re-vote), estimated	1,000 00	
(*p*) THUNDER BAY DISTRICT.		
Gaol and Lock-up (re-vote)	4,000 00	
Registry Office—fence, painting, &c. (re-vote)	2,000 00	
	6,000 00	

XI.—PUBLIC BUILDINGS.—*Continued.*

SERVICE.	To be voted for 1876.	——
	$ cts.	$ cts.
(*q*) NIPISSING DISTRICT.		
Lock-up at Matawan—furniture, fencing, &c.	500 00	
(*r*) MUSKOKA DISTRICT.		
Lock-up—furniture and fencing	3,000 00	
(*s*) PARRY SOUND DISTRICT.		
Registry Office—repairs, &c.	100 00	
(*t*) ASYLUM AT ORILLIA.		
Fitting up building for 150 patients	20,000 00	
Furniture	9,000 00	
	29,000 00	

XII.—PUBLIC WORKS.

To be voted per Statement (A)... .... $42,090 00

No. of Vote.	A.	To be voted for 1876. Re-vote. (Estimated.)	New vote.
	PUBLIC WORKS.	$ cts.	$ cts.
1	Otonabee River Works—cribs and booms, Young's Lock	2,000 00	
2	Muskoka River—timber slides	3,940 00	
3	Wye River—dredging bar	8,000 00	
4	Mary and Fairy Lakes—channel above Lock	500 00	
5	Mary and Fairy Lakes—deepening channels, alteration of Bridge at Huntsville, and dam at foot of Mary's Lake		3,000 00
6	Ryerson Road Works	250 00	
7	Muskoka Lakes Works—extension of pier at Port Carling Lock and rock excavation at Joseph River		1,500 00
8	Muskoka Falls Works—excavation, &c.		5,000 00
9	Lindsay Lock—reconstruction of foundation and tightening leaks in dam		4,000 00
10	Gull and Burnt River Works—dams and slides		5,000 00
11	Surveys, inspections, arbitrations and awards, and charges not otherwise provided for		5,000 00
12	Washago and Gravenhurst road—maintenance		500 00
13	Maintenance of locks, dams, and swing-bridges		2,000 00
14	Lockmasters', caretakers', and bridgetenders' salaries		1,400 00
		14,690 00	27,400 00
	SUMMARY.		Voted for 1875.
	1 Re-vote, included in above	14,690 00	
	2 Expenditure on capital account (new)	23,500 00	
	3 Do for repairs and maintenance	3,900 00	
		42,090 00	55,870 00

XIII.—COLONIZATION ROADS.

To be voted as per Statement (A) .....$85,800 00.

No. of Vote.	A.	To be voted for 1876.	Voted for 1875.
		$ cts.	$ cts.
1	Construction and repairs	85,800 00	98,300 00

SERVICE.	To be voted for 1876.	—
Details.	$ cts.	$ cts.
I.—North Division.		
1. Base Line and Korah Roads	1,500 00	
2. Rose and Lefroy Roads	2,000 00	
3. Kaministiquia Road	1,500 00	
4. Great Northern Road, repairs and bridges	1,500 00	
		6,500 00
II.—West Division.		
1. Rousseau and Nipissing Road— To improve throughout to Pacific R. R. Junction	6,000 00	
2. Parry Sound Road— Permanent Works between Rousseau Village and Parry Sound	5,000 00	
3. Parry Sound Road— East of Rousseau Village—to complete repairs, including "Skeleton Deviation"	1,000 00	
4. Northern Road— To open from present terminus in the Township of Ferrie to Junction near Commondus Lake	4,000 00	
5. Maganatawan (New Road)— To open 5 miles from Rousseau Road, North of River, Eastward in Chapman	1,000 00	
6. Cardwell Road— To continue North-eastward, to the intersection of Stisted Road, in McMurrich	1,200 00	
7. Stisted Road— To continue North towards McMurrich	1,000 00	
8. Muskoka Road— To complete repairs to Huntsville, and prolong the road through Perry	3,000 00	
9. Baysville Road— To prolong towards Huntsville	2,000 00	
10. Macaulay Road— To complete repairs to Baysville, and extend through McLean	2,000 00	
11 Muskoka Road— To complete "Bracebridge Deviation"	1,000 00	
12. Macaulay "South" Road— To complete repairs to "Draper Bridge"	1,000 00	

XIII.—COLONIZATION ROADS.—*Continued.*

SERVICE.	To be voted for 1876.	——
	$ cts.	$ cts.
II.—West Division.—*Continued.*		
13. Dalton Road— To complete to Washago Village	2,000 00	
14. Ryde Road— To complete to Washago Road	1,000 00	
15. Brunel Road— To repair beyond Brunel Bridge	1,000 00	
16. Peterson Road— To repair in Township of Draper	1,000 00	
		33,200 00
III.—East Division.		
1. Bobcaygeon Road— To repair North of Minden Village	1,500 00	
2. Pembroke and Mattawan Road— To repair Bridges on Southerly end	1,000 00	
3. Opeongo Road— To repair West of "Prussian Hills"	2,000 00	
4 Addington Road— To repair North of Madawaska River	1,000 00	
5. Frontenac Road— To repair from Mississippi Road Southward—10 miles	1,000 00	
6. Mississippi Road— To repair through Abinger	1,000 00	
7. Hastings Road— To repair from Doyle's Corners, Northward	1,500 00	
8. Victoria Road— To improve in Longford and Oakley	1,500 00	
9. Methuen Road— To complete to "Sandy Lake" Settlement	1,600 00	
10. Mississippi and Frontenac Junction Roads— To construct through Palmerston and Clarendon—12 miles	3,000 00	
		14,500 00
BRIDGES.		
1. Draper Bridge—8th Concession (Renewal)	2,000 00	
2. Madawaska do (do)	3,000 00	
3. Seguin do (on Junction Road 2)	600 00	
4. Mattawa do	3,000 00	
5. Cardwell Road Bridge (in Stisted)	500 00	
6. Stisted Road do (do)	500 00	
		9,600 00
GENERAL PURPOSES.		
Locations and Inspection	2,000 00	
Short New Roads and repairs of like nature	20,000 00	
		22,000 00

XIII.—COLONIZATION ROADS.—*Continued.*

SERVICE.	To be voted for 1876.	—
RECAPITULATION.	$ cts.	
North Division	6,500 00	
West do	33,200 00	
East do	14,500 00	
Bridges	9,600 00	
General Purposes	22,000 00	
Total estimate	85,800 00	

XIV.—CHARGES ON CROWN LANDS.

No. of Vote.	A.	To be voted for 1876.	Voted for 1875.
		$ cts.	$ cts.
1	Expenditure on account of Crown Lands	70,100 00	86,700 00

SERVICE.	To be voted for 1876.	—
Details.	$ cts.	$ cts.
Board of Surveys	400 00	
Agents' salaries, commissions and disbursements	18,000 00	
Forest ranging and inspection of timber lands	14,000 00	
Surveys as follow:		
Townships in Huron and Ottawa Territory, in vicinity of proposed Pacific Railroad	28,000 00	28,000 00
Survey, residue of Bedford	1,600 00	
Do do Wood	1,500 00	
Do a township W. of Lake Rousseau	4,000 00	
Do residue of Sunnidale	1,600 00	
Maps	1,000 00	
	70,100 00	

XV.—REFUND ACCOUNT.

To be voted as per Statement (A).....$67,901 40.

No. of Vote.	A.	To be voted for 1876.	Voted for 1875.
		$ cts.	$ cts.
1	Education	750 00	750 00
2	Crown Lands	23,000 00	23,000 00
3	Municipalities Fund	25,521 24	58,213 40
4	Land Improvement Fund	18,630 16	28,099 74
		67,901 40	110,063 14

No. of Vote.	SERVICE.		—	—
			$ cts.	$ cts.
	EDUCATION.			
1	Account of contributions to Superannuation Fund, withdrawn		.....	750 00
	CROWN LANDS.			
2	For payments made to the credit of the Department on account of uncompleted purchases, and afterwards returned to proposed purchasers on purchases not being carried out		20,000 00	
	For two per cent. of timber dues payable to Municipalities for timber cut on road allowances		3,000 00	23,000 00
	MUNICIPALITIES FUND.			
3	To pay over to Municipalities the amount collected in 1875		31,901 55	.....
	Less 20 per cent. commission, &c.		6,380 31	25,521 24
	Vide Stat. Can. 18 V., c. 2, and 19 V., c. 16.			
	LAND IMPROVEMENT FUND.			
4	Moneys collected from sale of Crown Lands, subject to the Land Improvement Fund, for the year ending 30th June, 1875	30,964 90		
	Less 4-5, leaving 1-5 to the Land Improvement Fund	24,771 92		
	Vide Stat. Can. 16 V., c. 159, and Con. Stat. Can. c. 26.	6,192 98		
	Less 6 per cent. for cost of collection and management	371 57		
			5,821 41	
	Moneys collected from the sale of Common School Lands, subject to the Land Improvement Fund, for the year ending 30th June, 1875	48,342 84		
	Less 6 per cent. for collection and management	2,900 57		
		45,442 27		

XV.—REFUND ACCOUNT.—*Continued.*

No. of Vote.	SERVICE.		—	—
			$ cts.	$ cts.
	To be distributed as follows:			
	¼ to the Land Improvement Fund	11,360 56	11,360 56	
	(¾ to be added to the Common School Fund	34,081 70)		
	Moneys collected from the sale of Grammar School Lands, subject to the Land Improvement Fund, from the 30th June, 1875, to 30th June, 1876	6,162 50		
	Less 6 per cent. for collection and management	369 75		
		5,792 75		
	Less ¾, leaving ¼ to the Land Improvement Fund	4,344 56		
			1,448 19	18,630 16

XVI.—BALANCE to be provided for to complete the Services of 1874, as per Statement No. 37, in the Public Accounts.

To be voted per Statement (A) ..... $16,622 23.

A.	Expenditure in excess of Appropriation.		
	$ cts.	$ cts.	$ cts.
Amount of Appropriation			50,000 00
CIVIL GOVERNMENT.			
Executive Council and Attorney-General's Office—Contingencies	75 59		
Treasury Department—Contingencies	961 86		
Do East Wing repairs	783 56		
Inspector of Prisons—Contingencies	549 98		
Immigration Branch—Salaries	400 00		
Do Contingencies	776 98		
Secretary and Registrar's Office—Contingencies	681 46		
Public Works Department—Contingencies	240 41		
Crown Lands Department	7,579 60		
Official Gazette	469 99		
Queen's Printer—Contingencies	138 72		
		12,658 15	
LEGISLATION.			
Salaries	0 02		
Sessional Writers, Messengers and Pages	2,061 30		
Stationery, &c.	6,838 13		
Contingencies and repairs	536 77		
		9,436 22	
Carried forward		22,094 37	50,000 00

XVI.—BALANCE to be provided for to complete the Service of 1874, over-expended, as per Statement No. 37, in the Public Accounts.—*Continued.*

A.	Expenditure in excess of Appropriation.		
	$ cts.	$ cts.	$ cts.
Brought forward	.....	22,094 37	50,000 00
ADMINISTRATION OF JUSTICE.			
Court of Chancery—Contingencies	248 88		
Court of Queen's Bench—Contingencies	172 25		
Court of Common Pleas—Contingencies	14 89		
Practice Court	923 44		
Criminal Justice	391 58		
Miscellaneous Justice	438 88		
		2,189 92	
PUBLIC INSTITUTIONS—MAINTENANCE.			
Deaf and Dumb Asylum	20 05		
Blind Institute	34 47		
		54 52	
MISCELLANEOUS.			
Municipal Loan Fund debt and Surplus Schemes	2,742 69		
Orillia Asylum, Caretaker	40 00		
Unprovided items	35 94		
		2,818 63	
PUBLIC BUILDINGS AND WORKS.			
Central Prison, in finishing Elliot's contract, and other necessary works	35,021 04		
Agricultural Farm, Guelph	1,126 49		
School of Practical Science	2,008 11		
Normal and Model Schools, Toronto	2 73		
Parliament Buildings	955 24		
Kaministiqnia River Works	9 00		
		39,122 61	
CROWN LANDS EXPENDITURE.			
Forest ranging and inspection of timber lands	.....	342 18	
			66,622 23
(1) Balance to be now provided for	.....	.....	16,622 23

(1) *Amount of appropriations for* 1874	$2,684,176 40
Do do expended	2,342,339 00
Unexpended amount	$341,837 40

SUPPLEMENTARY ESTIMATES

Of certain sums required to complete the service of the Province for 1876, and to make good certain expenditure for the year 1875.

35. To defray the expenses of the Lieutenant-Governor's Office, as follow :—

Private Secretary's salary	$ 800 00	
Private Secretary to pay salary from 26th October, 1875	144 43	
Contingencies, additional	500 00	
Office Furniture	100 00	
Total		$1,544 43

86. To defray the expenses of the Secretary and Registrar's Office, as follow :—

To bind up Schedules of former years	$ 200 00	
Travelling expenses of Inspector	300 00	
Total		$ 500 00

87. To defray the expenses of the Court of Queen's Bench, as follow :—

Clerk, to discharge duties at Assizes, and also at sittings of Superior Courts of Law, or Judges thereof	$1,200 00	
Expense of copies of Judges' notes, for arguments in Term	300 00	
For employment of Short-hand Reporters of evidence on Trials at the Assizes and in Election Courts.	5,000 00	
Additions of $200 each to salaries of the following officers : First clerk, Master's Office, Court of Chancery, and Taxing officers in Chancery, Queen's Bench and Common Pleas	800 00	
Total		$7,300 00

88. To defray the expenses of Criminal Justice, as follow :—

To meet balance of unpaid accounts for Administration of Justice during 1875		$23,000 00

89. To defray certain expenses connected with the Education Department, as follow :—

Allowance for two additional Collegiate Institutes...	$1500 00	
Ottawa Normal School, balance of accounts for fuel and supplies in 1875	670 00	
" " " Apparatus, Models and appliances for Lectures in Science and Mathematical departments	2,000 00	
" " " Instrument for Vocal Music department	300 00	
" " " Sundry fittings and furniture.	500 00	
To pay retiring allowance for the year 1876 to the Revd. Dr. Ryerson	4,000 00	
Total		$8,970 00

90. To defray the expenses of the maintenance of the Asylum, *Hamilton*, as follow :—

Medicine and medical comforts	$ 200 00
Beer, wine and spirits	600 00
Fuel	3000 00
Butchers' meat, fish and fowl	4500 00
Flour	2500 00
Butter	1500 00
Lighting	800 00
Groceries	3000 00
Fruit and vegetables	850 00
Bedding, clothing and shoes	2000 00
Laundry, soap and cleaning	600 00
Furniture and furnishings	750 00
Farm, feed and fodder	600 00
Repairs and alterations	500 00
Miscellaneous	500 00
Water supply	500 00
Total	$22,400 00

Salaries and Wages :

	No. of Officers and Employees.	
Medical superintendent	1	1600 00
Assistant do.	1	600 00
Accountant and storekeeper	1	800 00
Matron	1	300 00
Engineer	1	600 00
Assistant engineer (pumping engine)	1	360 00
Carpenter	1	500 00
Gardener and farmer	1	400 00
Messenger and porter	1	200 00
Baker	1	300 00
Chief male attendant	1	300 00
Chief female "	1	200 00
Cook and assistant	2	264 00
Kitchen and dining-room maids	4	432 00
Laundress and assistants	3	372 00
Night watch (male)	1	240 00
" " (female)	1	120 00
Attendants (male)	4	960 00
" (female)	9	1080 00
Total	36	$32,028 00

91. To defray the expenses of the maintenance of the Asylum, *Orillia*, as follow :—

Medicines and medical comforts	$ 200 00
Fuel	2000 00
Butchers' meat, fish and fowl	2500 00
Flour	1500 00
Butter	1000 00
Lighting	250 00
Groceries	1750 00
Fruit and vegetables	500 00
Bedding, clothing and shoes	1500 00
Laundry, soap and cleaning	300 00
Furniture and furnishings	400 00
Farm, feed and fodder	400 00

Repairs and alterations	400 00
Miscellaneous	400 00
Milk	300 00
Total	$13,400 00

SALARIES AND WAGES:

	No. of Officers and Employees.		
Medical superintendent	1		1,600 00
Accountant and storekeeper	1		800 00
Matron	1		300 00
Engineer	1		600 00
Stoker	1		240 00
Gardener	1		300 00
Chief male attendant	1		300 00
Chief female attendant	1		180 00
Cook and assistant	2		252 00
Kitchen and dining-room maids	4		384 00
Laundress and assistant	2		252 00
Night watch (male)	1		240 00
Night watch (female)	1		120 00
Attendants (male)	4		960 00
Attendants (female)	4		480 00
Messenger and porter	1		200 00
Baker	1		300 00
Total	28		$20,908 00

92. To defray the expenses of the Provincial Reformatory, *Penetanguishene*, as follow :—
Postage and stationery (omitted by error) ... $200 00

93. To defray the expenses of the Central Prison, as follow :—
For the purchase of material in order to employ temporarily, prisoners during 1876 ... $5,000

94. To defray the Expenses of the School of Agriculture, as follow :—
Allowance to W. Johnston, as acting Principal and Lecturer during vacancy of the office ... $700 00

95. To defray the expenses of the maintenance of the Institution for the Blind, Brantford, as follow :—
To cover insufficient appropriation for 1865, arising from increase in the number of pupils from 50 to 101, in the latter part of the year 1874 ... $1,878 23

96. To defray the expenses of a grant in aid of Agriculture, Literary and Scientific Institutions, as follow :—

Grant in aid of Museum and Library for Veterinary purposes	$2,000 00
Grant towards establishing a School of Art and Design	$1,000 00
Total	$3,000 00

97. To defray the expenses of a grant in aid of Hospitals and Charities, as follow :—
Amount required to make appropriations equal to last year. $4,403 89

Required for Hospitals and Charities not included in appropriation of former years	4,394 72	
Total		$8,798 61

98. To defray the expenses of Miscellaneous Expenditure, as follow :—

Philadelphia International Exhibition for expenses of Advisory Committee and aiding Provincial objects	$15,000 00
George Buckland, to re-imburse him for payment of £70 10s 3d sterling, paid by him for Agricultural Implements ordered in England, on the authority of the then Commissioner.	$343 15
To pay claimants for 'Scott' reward	$5,000 00
Gratuities to the following officials on their retirement, namely :—	
Joseph Workman, M. D., late Medical Superintendent, *Toronto* Asylum, (22 years' service)	$4,000 00
Benjamin Workman, M.D. late Assistant Medical Superintendent, (20 years' service)	$2,000 00
A. N. Buell, Accountant Court of Chancery (25 years' service	$4,666 00
John Hughes, Gardener, (18 years service)	$550 00
E. A. McLaurin, late Emigration Agent at Quebec, on the office being discontinued	$400 00
Henry John Jones, Crown Lands Department, Gratuity, (35 years' service)	$2,000 00
William Bell, Crown Lands Department, extra clerk since 1871, on his services being dispensed with	$266 66
For repairs and care of *Brock's* "Monument"	$400 00
Expenses attending the Lieutenant-Governor's visits to *Toronto* before Government House was ready	$572 29

99. To defray the expenses of works at the *Toronto* Lunatic Asylum, as follow :—

Furniture for rooms of Superintendent	$1,341 72	
Repairs to roof of out-buildings, sewer box, &c.	2,000 00	
Total		$3,341 72

100. To defray the expense of Works at the *London* Lunatic Asylum, as follow :—

General Repairs (including guards for steam coils, re-arrangement of drainage, re-flooring and re-plastering corridors, water supply, &c.)	$15,000 00

101. To defray the expense of Works at the Blind Institute, *Brantford*, as follow :—

Outside closets, enlargement of tanks and additional repairs.	$2,000 00	
Additional fire-hose	250 00	
Total		$1,750 00

102. To defray the expense of Works at the Central Prison, as follow :—

Third rail to bring in stone	$300 00	
Amount payable to Canada Car Company under agreement...	$15,576 07	
Total		15,876 07

103. To defray the expense of Works at the *Hamilton* Asylum, as follow :—

Wire guards, for windows and steam coils, building of stable

and sheds, painting and oiling of floors, material for roads, &c $6,000 00

104. To defray the expense of Works at the Parliament Buildings, as follow : -
Repairs, including additional gas supply to Library, alterations of sunlight, and alterations in Reporter's galleries, &c $1,500 00

105. To defray the expense of Works at *Osgoode* Hall, as follow :—
Additional for repairs (remedying drainage, &c.)..... ..... $1,500 00

106. To defray the expense of Works at the Bridge at *Port Sandfield, Muskoka.* $2,008 00

107. To defray the expense of Crown Lands inspection $500 00

ANNUAL REPORT

OF THE

ONTARIO

SCHOOL OF AGRICULTURE

AND

EXPERIMENTAL FARM,

FOR THE YEAR ENDING 30TH SEPTEMBER,

1875.

Printed by Order of the Legislative Assembly.

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1875.

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REPORT

OF THE

ONTARIO SCHOOL OF AGRICULTURE

AND

EXPERIMENTAL FARM.

FOR THE OFFICIAL YEAR ENDING 31ST DECEMBER, 1875.

ONTARIO SCHOOL OF AGRICULTURE,
GUELPH, November 16th, 1874.

To the Honourable the Commissioner of Agriculture:

SIR,—I have the honour of submitting to you the following Report of the Ontario School of Agriculture and Experimental Farm for the official year beginning 1st November, 1874, and ending 31st October, 1875, being the first regular year of its existence. I shall divide it into the six following sections:—

A. INTRODUCTION.
1. THE SCHOOL.
2. THE FARM.
3. THE FINANCIAL STATEMENT.
4. RESULTS AND RECOMMENDATIONS.
5. APPENDICES.

A. INTRODUCTION.

Before proceeding to record the operations and results of the past year's work, in order to understand thoroughly their scope and aim, it may be well to call to remembrance the reasons which led to the establishment of this Institution, the ends it is expected to secure, and the manner in which it is to be employed in order to accomplish those ends.

In the first place, then, it was evident to the most cursory observer that Canada depended, and would be obliged for many years to depend, largely, if not exclusively, on her raw produce for her national wealth. And amongst the various forms of raw material none were so valuable as those included under the head of agricultural produce. To observant statesmen it was plain that the readiest manner of increasing the national wealth was by increasing the quantity and quality of that produce. But, though

plainly seen, it was not so easily accomplished. Precedent, prejudice, and general conservatism stood in the way. Though throughout the Province there was a powerful minority of intelligent, enterprising, and successful farmers pursuing an improved system of cultivation, yet the great majority were depending solely on increased acreage for increased returns. This could not last, and, looking to the near future, the various means of producing increased returns from the same acreage were earnestly discussed by thoughtful men. There were two main difficulties in the way, arising from two different classes of agriculturists. The one class, like the earlier settlers, pursued no system, followed no fixed rotation, placed in and took out what the land, rich or impoverished, afforded them, and, unaccustomed to consecutive thinking, blamed the seasons or Providence for the smaller yearly returns. The other class were thoughtful, intelligent farmers, well able to trace the relation of cause and effect in their action and reaction on soil and crop; well read—knowing that in other countries land not half so valuable was yielding double returns by a system of improved farming. The means of improvement they knew, but how to procure them, or if procured adapt them to this country, was the question. Improved seeds, improved stock, improved methods of cultivation—all were wanted. But these involved climatic trial, trial involved failures, failure involved loss of capital, and the capital to lose few in this new land possessed. Here, if anywhere, even on the most rigid grounds of political economy, was a sphere for indirect governmental action. On the one hand was the certainty of diminished returns; on the other the possibility of increased receipts. To make the certainty an impossibility, and to make the possibility a certainty, the government took indirect action. They determined, to a certain extent, to meet the wants of the second class; and if not the desire, at least the results of the action of the first. They determined that with regard to the latter it should not be the fault of their rulers if the sons were not better producers than their fathers; and with regard to the former, that the loss incident on experiments that were to benefit the country at large should be borne by all that were benefited; and that the intelligence, enterprise and energy of the producer should be spent on that which had already been proved successful. Those were the reasons for the establishment of such an Institution as this.

Its objects, as will be readily seen from the foregoing statement, must be twofold. It must, in the first place, teach to the succeeding, if not the present, generation the most improved methods of cultivation—in one word, "train young men in the science and art of improved husbandry;" and in the second, it must conduct experiments and publish the results.

Finally, the manner in which the place is to accomplish those ends is twofold: (1.) By experimenting. This requires that a certain portion of the farm be made ready as an experimental portion, and when ready be used as such. (2.) By teaching: And that in two ways, indirect and direct. The first demands that as youth is taught almost more by example than by precept, that the farm shall be made in every conceivable way a "model farm," in order that the youths may absorb, as it were, by attention and practice, the methods of improved cultivation until in their case they become principles of action. The second demands that there should be direct teaching, in classroom and field, of everything relating to agriculture, whether those requisites be theoretical or practical.

Such are the reasons for, such the ends to be served by, the existence of the Ontario School of Agriculture and Experimental Farm; and such is the manner in which that Institution is to accomplish those ends.

Descending now from the abstract to the concrete, allow me to close this introduction by a brief description of the instrument to be used—the farm itself.

The farm consists of part of lots 6, 7 and 8 in the 1st concession; lots 6, 7, 8 and 9 in the 2nd, 3rd and 4th concessions of Division G, of the Township of Guelph, together with 50 acres in the Township of Puslinch, all in the County of Wellington. It contains exactly 550 acres. It is situated one mile and a half from the centre of the Town of Guelph. In general appearance the land is undulating, the farm being composed of three gently rising slopes with the level land lying between. Beginning from the east, the first slope is crowned with a grove of trees some twelve acres in extent, the second by the College and Farm Buildings, and the third by another grove of ten acres. In the valley between the first and second runs the macadamized road from Guelph to Hamilton. From the road, the second slope gently rises until the Buildings are reached. The situa-

tion is in every respect all that could be desired. The soil may, in general, be characterized as a gravelly loam, varying in richness, according to the variations of the subsoil, through all the forms of gravelly loam inclining to gravel, to sand, to marl, to clay. The variety is of great importance for the purposes to which it is to be placed.

The Institution was opened on the 1st of May, 1874, and last year's report contains a record of the operations both of the School and Farm up to the 1st of November of the same year.

I shall now proceed with that record, and, as it lies more immediately in my way, I shall commence with the School.

I. The School.

1. *In the Class-room.*

By reference to last year's Report it will be seen that the instruction given in the class-room during the fall of 1874 was based on no fixed plan, but consisted of two daily lectures delivered by myself—one on Botany and one on Practical Agriculture. The subjects embraced in those lectures will be clearly seen by a reference to the papers found in Appendix A, the questions contained in which were answered by the pupils in a two days' written examination held immediately before Christmas of last year.

The result of the examination was highly satisfactory, and encouraged us in making greater efforts to obtain for the pupils, especially during the winter months, that amount of education which, owing to the unfortunate troubles of the spring and summer, they had been unable to acquire. Acting on the recommendations I had the honour of making to the Commissioner of Agriculture (*vide* Report of Commissioner of Agriculture for 1874), the School was during the Christmas vacation thoroughly organized; the curriculum laid down, the subjects of study divided into distinct departments, and, with some difficulty, a lecturer obtained for each department. By the 1st of January, 1875, we were able to issue the circular or prospectus contained in Appendix B, which may be given, as it explains—better than any mere description can do—not only the basis on which the class-room instruction has since been conducted, but furnishes in a compact shape all the information regarding the School which is or may be required.

The Winter Term opened with twenty-eight pupils in attendance—all that could be crowded in. They came from widely scattered portions of the Province, and were of various creeds, as the following tables will show:—

Counties.	*Pupils.*	*Counties.*	*Pupils.*
Brant	1	Northumberland	1
Carleton	1	Oxford	4
Elgin	1	Simcoe	2
Grey	1	Renfrew	1
Halton	1	Wentworth	1
Frontenac	1	Wellington	2
Lincoln	2	York	1

Toronto City	3	Pupils.
England	4	do.
Nova Scotia	1	do.
Denomination.		
Episcopalian	14	do.
Presbyterian	10	do.
Wesleyan Methodist	2	do.
Baptist	2	do.

The class-room instruction was continuous throughout the winter months. Dr. Baptie and myself delivered two daily lectures each on the subjects of Chemistry, Physiology, Botany, Zoology, Book-keeping, or Mensuration.

Professor Buckland and Dr. Grange, V.S., delivered tri-weekly lectures on Agriculture, and the Anatomy and Physiology of Farm Animals.

Rev. Dr. Burnet gave occasional lectures on Horticulture.

In most of the classes there were daily oral and monthly written examinations.

The great majority of the young men showed, by their attention to lectures and diligence in study, that they were both willing and anxious to obtain all the instruction that could possibly be afforded them during the time they remained at the Institution. At the close of the Winter Term the students were subjected to a rigid written examination extending over six days. The papers used are contained in Appendix C. They are given that there may be plainly seen both the details of the subjects on which lectures were given, and the standard required to be reached at the end of the first year of the course.

Each lecturer examined the answers of the students on his own particular paper, and according to the results of those answers they were arranged in the class-list given in Appendix D. Those answering over 75 per cent. of the questions asked on each paper are in the first class, over 60 in the second, and over 40 in the third. All behind 40 are marked with an asterisk. From those lists the name and proficiency of each student can be obtained. Such a list need not be given annually, but is now furnished that the mode of procedure may be clearly understood. It will be seen that whilst a few fail altogether, a large proportion answer more than half the questions asked—showing that diligent study had given them an intimate acquaintance with the various subjects.

The examinations closed on Wednesday, the 14th April. On Thursday, the 15th, the annual closing day of the School was held. There were present the Commissioner of Agriculture, the representatives of the press, and the leading local agriculturists to the number of some fifty or sixty. The prizes were distributed to the successful candidates, and speeches made by leading men. After congratulating the lecturers and students, the Commissioner declared the School closed until the 1st of May.

It may be appropriate here to remark that at this meeting we were favoured with the presence and assistance of Principal Roberts. Unfortunately for the Institution, as well as for himself, he was seized during the next week with an illness so serious that, according to medical decision, resignation of his position became a necessity. It was accordingly tendered and accepted. He had impressed every one whom he met in a favourable manner, and amid expressions of desire for the welfare of the place under his charge were heard on every side congratulations on the wisdom of the Government's choice. The Institution received a blow from which it has not yet recovered by the sudden and dangerous illness which rendered necessary the resignation of its Principal.

From the beginning of March until the end of April the following advertisement was occasionally inserted in a few of the leading newspapers :—

"ONTARIO SCHOOL OF AGRICULTURE.

"The second Preparatory Term of this Institution will commence on the 1st of May, when thirty students can be accommodated.

"The new Principal, C. Roberts, Esq.—one of the leading agriculturists of England, Gold Medallist of the Royal Agricultural College—will enter upon his duties by the middle of April.

"The School is now temporarily organized. The inside departments of instruction are :—

"Agriculture, Horticulture, Chemistry, Natural Sciences except Chemistry, Veterinary Surgery and Practice, English and Mathematics.

"The outside are :—The Field, the Live Stock, the Horticultural, and the Mechanical.

"The Principal will be assisted in the former by well-qualified Lecturers ; in the latter by competent Instructors.

"By faithful work, outside and in, a student can pay for tuition, board and washing, and leave fifty dollars to his credit at the end of the year.

"For particulars regarding terms of admission, &c., &c., send for circulars to the

undersigned, by whom applications for admission will be received until the 15th of April. An early application will be advantageous, as several are on file.

"WM. JOHNSTON,
"*Rector O. S. of A.*

"Guelph, March 5th, 1875."

On the 1st of May the School re-opened. Ten of the old students remained for a second year's course, and from amongst the applicants answering the above advertisement as many had been selected as the building could accommodate.

Pending the appointment of a Principal, James Laidlaw, Esq., Warden of the County of Wellington, was appointed Farm Superintendent, and the Rector Acting Principal.

The Spring Term extended from the 1st of May until the middle of July. During that period of time, the students were in the forenoon on the farm, and during the afternoon and evening in the class-room. This was according to the plan adopted of spending during the Spring and Fall Terms one-half of the time in the class-room, and one-half on the farm, whilst in the winter almost all the time was to be spent in the former, and during the summer on the latter.

With the exception of the gentleman on Horticulture, the same lecturers were retained. Daily lectures were delivered by Dr. Baptie and myself on Chemistry, Botany, Geology, and Agriculture; and tri-weekly lectures by Professor Buckland and Dr. Grange, V.S., on Agriculture and Veterinary Materia Medica respectively. Daily oral and monthly written examinations were held as before. Of course, from having first and second years' students, a double number of lectures became requisite.

At the end of the Term in July the students were subjected to a rigid written examination on the subjects embraced in the lectures, when only three failed to pass, and the great majority showed by the standing attained that their time for study had not been misspent.

In the summer, class-room instruction was discontinued, the students being steadily employed on the farm.

On the 4th of October, the Fall Term of the Winter Session commenced. Depending on the contractor finishing the mansard story at present being placed on the main College building by his specified time, the 1st of October, promises of immediate admittance had been made to a few. But, unfortunately, that portion of the building is not yet quite ready for occupation, so that our full quota of forty cannot be taken in for a couple of weeks at least.

The number now in attendance is thirty-two. The following tables show the sections of the Province from whence they come, and the religious denomination to which they belong :—

Counties.	*Pupils.*	*Counties.*	*Pupils.*
Carleton	1	Peterboro'	1
Elgin	1	Renfrew	1
Frontenac	2	Wellington	6
Halton	2	Wentworth	1
Hastings	1	Waterloo	2
Lincoln	1	York	1
Oxford	4	Huntingdon, P.Q	1

Toronto City	4	Pupils.
England	3	do.

Denomination.

Episcopalian	14	do.
Presbyterian	11	do.
Wesleyan Methodist	6	do.
Plymouth Brethren	1	do.

Dr. Baptie is still retained as Lecturer on Agricultural and Practical Chemistry, and Dr. Grange, V.S., as Lecturer on Veterinary Surgery and Practice. Owing to the inability of Professor Buckland, through severe illness, to undertake his former work, the services of William Brown, Esq., a practical farmer and an agricultural author of repute, have been secured as Lecturer on Practical Agriculture. Daily lectures are now delivered to the first and second years' classes by Dr. Baptie, Mr. Brown and myself, on the subjects of Agricultural Chemistry, Practical Agriculture, and Natural History, and tri-weekly lectures by Dr. Grange, V.S., on the subjects of his department.

Having now the advantage of a fair number of works on the various subjects in the Library, the students seem to be applying themselves with fully greater zeal than before to the work of the class-room.

I cannot close this brief record of the lecture-room work for the year without referring to the able manner in which the several lecturers have discharged their respective duties. Rev. Dr. Burnet's occasional lectures on Horticulture were highly appreciated by the students. Dr. Grange, V.S., has proved himself an able lecturer, the interest manifested by all the students in his department showing the power he possesses of awakening the sympathy of the students for the subjects on which he treats. Dr. Baptie has amply borne out here the character which he obtained in Victoria College Medical School as a thorough, efficient and painstaking lecturer and teacher. His attention and study being now turned to the relation of Chemistry to Agriculture, his services promise, if retained, to be simply invaluable. And the manner in which Professor Buckland at an advanced age, in the face of difficulties which would have daunted the majority of men, with all his other engagements pressing on him, without the desire or hope of fee or reward—indeed refusing both—at once stepped into the breach, and coming weekly from Toronto, gave the students the benefit of his long agricultural experience in three lectures each successive week, is beyond all praise, and certainly merits the warmest thanks of every friend of the Institution.

Summing up, then, the results of the last nine months' work in the class-room, it may be said that during that time a curriculum has been laid down, the subjects of study divided into distinct departments, a regular and systematic course of instruction tested, its success practically demonstrated, and a basis for all future work well and safely laid. In a single sentence, the School has been thoroughly organized, and through all its departments is now running without a jar to impede its progress.

2. *On the Farm.*

The departments of instruction on the farm are four in number—the Field, the Live Stock, the Horticultural and the Mechanical. The foreman over each of those departments is expected to perform not only the work of an overseer, but likewise that of a practical instructor. The students were divided into four relays, which were alternated to each department. Thus every student became practically acquainted with the various operations going on. Each instructor was provided in the morning with the names of the students assigned to his department entered in a pass-book, which he returned every evening with the number of hours' employment, the rate of payment for each hour, and the particular kind of work done marked opposite each student's name. These items were recorded in a journal kept for the purpose. A ledger account was opened with each pupil, and he was credited at a maximum rate of ten and a minimum of two cents for every hour's work, according to quantity and quality, the foremen being the judges. A direct incentive was thus given, not only to work, but also to practical learning, for without clearly understanding the manner how, no work could be properly done, and if not so done payment was proportionally less.

The instruction received can be better described under the heading of the various departments.

(1.) The Field Department.

Little could be learned of course during the winter. Each student was made practically acquainted with the mode of handling an axe and felling trees—an advantage to many of them hereafter no doubt. Threshing with all the intricacies of horse-power,

separator, &c., came under practical review whilst the majority learned to handle the old-fashioned flail. As the spring opened up field work began to accumulate, and instruction therein hastened proportionally. The modes of preparing the land for different crops; the manures, if any, used; the various modes of applying them, were all seen; and the operations consequent thereon, participated in. A short apprenticeship to ploughing, harrowing, cultivating, and sowing was served by each. The beginning of various kinds of rotation was seen, and the work consequent upon the carrying out of a general plan understood.

As the summer came on the preparation of the land for, and the cultivation of, root-crops—carrots, mangolds, rape, turnips—was taken part in by all. Draining in all its phases became an ordinary business, and the various kinds of drains—mains and laterals —the mode of construction, depth, inclination, size of tiles, manner of laying, covering, &c., were matters of every day experience. Then came haying, but unfortunately our hay-crop proving a failure little could be learned practically in the hay-field. The mower however in all its details, its manner of working, the curing and storing of hay, was well understood by each. In the harvest proper, a pretty thorough apprenticeship in reaping, binding, shooking, drawing in, mowing and all the et ceteras was served. At present a lesson in the manner of taking up and storing root-crops is being taught.

To conclude in a sentence, in all the ordinary farm operations throughout the several seasons, the students have not only taken an active part but been instructed, and measures have been taken to see that whilst the hands were busy, the eyes were not closed nor the brain idle, but that the reason for every operation was as clearly understood as the work itself was thoroughly done.

(2.) Live Stock Department.

The winter season was of course an important one. With thirty-six head of fattening and twenty of store cattle in the stables, some eighty of fattening and twenty-five of breeding sheep in the pens, besides six pairs of horses, it will be readily seen that the manner of feeding and caring for stock was pretty thoroughly acquired. The methods of cutting hay and straw, of cutting, slicing, and pulping roots, together with the modes of mixing and feeding were learned. As the winter advanced, the care of breeding cows, ewes, and swine became an object of attention and practical study. A rather large amount of disease, principally owing to the severity of the winter, enabled the students to see the ordinary course of treatment for the commoner of the diseases of farm animals. As the spring advanced the caring for foals, lambs, calves, and litters was taken part in. The selling of the stock, the manner thereof, the prices obtained were noted by each, and this together with attendance at the monthly fairs for which Guelph above all the other towns in Ontario is noted, gave a fair idea of the trade in stock. As the summer came on, the care of stock took up less time and required less work. But practical instructions were received by the students in the shearing and hurdling of sheep, and the soiling and grazing of cattle. As the farm was stocked this summer with sheep, the characteristics of three leading breeds in the Province were brought directly under the notice of the students whilst the characteristics of four of the leading breeds of cattle were obtained partly at home, and partly by visits to the herds of the leading farmers in the vicinity. Considering the nature of youth, it may be useless to remark in conclusion, that of all the kinds of instructions on the farm none is sought after with greater avidity than that which leads to the handling of horses, cattle, &c., and in no branch of practical husbandry will instruction be easier or has it been more rapid than in that included under the name of Live Stock.

(3.) The Horticultural Department.

A small propagating house, with a smaller work-shop and tool-house attached, was the scene of the winter's operations in this department. Here, however, the students became acquainted with the manner of propagating and forcing plants. The various soils used, the processes of cutting and budding, the insects attacking the plants at this stage, and the means of combatting them, the caring for, selection, and arrangement as regards light and heat were all learned. They were also engaged in the construction of various kinds of rustic work for garden ornamentation, and learned the names

of most of the plants, shrubs and trees by marking labels for each. As the spring opened, the construction of hotbeds, the making of compost-heaps, the pruning of the various orchards and hedges, grafting, transplanting of plants, trees and shrubs, were the subjects of practical instruction. With warm weather came the preparation of the soil for, and the sowing of the various garden vegetables, beets, carrots, cabbage, cauliflower, cucumbers, citrons, celery, parsnips, tomatoes, onions, &c., &c. ; and as the summer advanced the mode of culture most appropriate to each was learned. The pupils were also instructed in the methods of laying out flower beds and borders, preparing the soil for, and sowing the commoner annuals, the transplanting or removing of biennials and perennials.

The insects attacking the trees and plants together with the modes of destroying them were practically studied. In carrying out the plans laid down last fall, a great amount of road-making had to be done this summer. In laying out, grading and gravelling carriage drives and garden walks all took an active part. The modes of gathering and storing the usual varieties of apples, pears and other fruits, and the different kinds of garden vegetables has just been learned, and the students are now engaged in preparing for the erection of a greenhouse, and the various structures connected with it, so as to be ready when the spring of 1876 opens.

A knowledge of garden operations sufficient to enable the students to cultivate successfully and profitably, if not a market, at least a kitchen garden has been obtained—a knowledge which will enable them, should they obtain farms of their own, not merely to add to their economical resources but to furnish to themselves and families comforts with which many of our farm households are not supplied, simply for want of the knowledge requisite to obtain them.

(4.) The Mechanical Department.

During the winter the students learned pretty thoroughly how to handle every species of carpenters' tools, as there was performed a quantity of inside repairing in the houses and outbuildings, which had been specially left until the winter season. The farm and garden implements and tools needing repair were thoroughly overhauled, their principles of construction not only understood but practically learned by their assisting in repairing the majority, and even making quite a few of them. When spring came the general repairs and permanent improvements of the place were proceeded with. The method of making hurdles, building gates of various descriptions, erecting fences of different kinds —board, picket and wire—the preparing of paints, and painting in various colours were learned by constant practice. There are few of those who have been here for the last six months who cannot take up and work with almost any kind of carpenter's tool, or proceed to repair any building, gate, fence, or the woodwork of every common farm implement or tool.

No species of knowledge is more urgently required by the majority of farmers than this, and nothing will to a greater extent serve the purposes of economy on a farm than an ability and readiness to keep everything in order by repairing at once any breakage in house, outbuilding, fence or implement. And therefore we conceive that the instruction received in this department of practical work whilst popular with the great majority of the students, is likewise beneficial—almost indispensable—to their technical training as farmers.

(A.) Household, Building, &c.

The household affairs have been ably conducted under the care of the efficient housekeeper now in charge.

The conduct of the students has been excellent. Violation of any of the rules and regulations have been few and far between. Punctuality at morning and evening prayers, at roll-call for work, at meals and lectures has been the invariable rule to which only now and then was there an exception, requiring the immediate imposition of a fine. All have attended their respective churches once each Sabbath—the majority twice. All have been present at the Rector's bible-class each Sabbath afternoon. The general health of all has been good, indeed the proportion of the physical and the intellectual, together with a regu-

lated diet and systematic habits, seems above almost everything else to produce a splendid physique.

A laboratory was commenced at the first of the year—partly by purchase from the Depository of the Education Department, partly from other sources. It has been found very useful—indeed indispensable—during the course of the year.

A moderate addition has been made to the library by purchases from Canada, Britain and the United States. Almost the only useful portion before was presented by Professor Buckland.

A mansard roof has been placed on the main college building, giving the whole structure a pleasing appearance. But what is of greater consequence than appearance, it increases the normal accommodation to forty.

At its meeting in July, the Executive Committee of the Agricultural and Arts Association for Ontario, ordered that the sum of four thousand dollars ($4,000), which had been voted at a previous meeting, should be directed towards the erection of a Veterinary School Building, for the Veterinary Department of this School—the building, when completed, to be handed over to the Government. Plans and specifications were prepared, tenders invited and accepted, and a stone building forty by fifty, in height two stories and a basement, is in the course of erection, and will, it is expected, be ready for occupation in December.

The Reading Room has been supplied during the year with the following papers and periodicals :—

Toronto *Globe* (daily);
" *Mail* "
Guelph *Mercury* "
" *Herald* "
Canada Farmer ;
American Agriculturist ;
Chicago Live Stock Journal ;
Scientific American ;
Mark Lane Express ;
North British Agriculturist ;
Irish Farmers' Gazette ;
Country Gentleman

And the following periodicals are placed every Sabbath on fyle :—

Sunday Magazine ;
Good Words ;
Quiver ;
Family Treasury ;
Leisure Hour ;
Sunday at Home.

II. The Farm.

It must constantly be borne in mind that the Farm is at present in a transition state. The main object to be kept in view is not so much the raising of crops, the grazing, breeding and fattening of stock, as it is to bring the Farm into shape for the purposes of a Model and Experimental Farm. The length of time necessary to do this is variously estimated. I have placed it at seven years, two of which are now past, leaving five years yet to complete what has been called the preparatory term. To sum up in a single word—the end now sought is permanent improvement. In order to accomplish this object three things were to be done. In the first place, the whole farm, which was dirty and out of order, had to be cleaned, drained and put into shape. In the second, a portion was to be separated from the rest, and set apart as an Experimental Farm. In the third, the remaining portion was to be made a Model Farm, a part kept for garden purposes, and each field of the remainder properly enclosed and placed into some particular form of rotation.

Little of this was done in 1874. It was the 1st of May ere work was begun ; and, as there had been no fall ploughing, it will be easily understood that during that spring and summer, even under the best management, no great amount could have been accomplished. By reference to last year's report, the amount of land cultivated can be seen, and in Table E. of Appendix E. of this Report the amount of produce raised is given. Suffice it to say, that during the spring of 1874 there was placed under cultivation 175 acres. During the summer thirty additional acres were added, making in all 205 acres.

At the close of the season, plans were laid for the improvements to be carried out during the summer of this year. During the winter months the labour on the Farm was

confined to the usual winter routine of farm work. The road dividing the Farm in two was carried through the bush, the wood cut being used by the officers and the employees; the grain was threshed and the stock attended to. At Christmas 17 head of cattle were sold, and at Easter 19 head more. In January 68 sheep were likewise sold. The prices obtained, together with the disposition of the money, will be seen by reference to Table E. Plants were propagated in the propagating house; and in the shop all the Farm implements were overhauled, whilst all inside repairs were performed. Awaiting the advice and assistance of the new Principal, Charles Roberts, Esq., of whom mention has already been made, the details of the plans for the spring and summer work were not drawn out. As has been already stated, he was obliged through serious illness to resign ere he had been a single day in charge. This sudden change necessitated immediate action. Accordingly, temporary arrangements were made for the conduct of the place during the season; and until the appointment of another Principal, I was requested to act as Principal of the School, and Mr. James Laidlaw, Warden of the County of Wellington, was appointed Superintendent of the Farm in all its branches. Though undertaking the duties of the position with great reluctance, yet no sooner was Mr. Laidlaw put in charge than he entered upon his work with zeal, and for a part of almost every day since his appointment he has been on the place, bringing to bear his thirty years' experience as a successful practical farmer with marked results. His report of the Farm operations during the three seasons follows :—

ONTARIO SCHOOL OF AGRICULTURE,
GUELPH, November 16th, 1875.

To the Honorable
The Commissioner of Agriculture.

SIR,—I have the honour to submit my report of the farm operations of this place for the six months beginning 10th May and ending 10th November, 1875.

When I took charge of the place, it was plain to any one that the first thing to be done was to put it in order. It had to be cleaned, the fields placed into a regular rotation, and the whole changed from a stock to a mixed farm. Unsightly fences cut up and spoiled the appearance of the gentle slope on which the college buildings stood, facing the Dundas Road. Immediately past the buildings, facing the same road, were some 85 acres of natural pasture land, dotted over with stumps and small swamps. A lawn was to be laid out and the garden enlarged. Under the first Principal, the money appropriation for the purchase of stock had been invested in buying fattening cattle. These had been fattened and sold, and the nucleus of a breeding stock purchased in the shape of a few Durhams, grade cows, and Cotswold sheep. The plans laid down were carried out or modified, as seemed to me for the best interests of the place. What has been done can be best described under the heading of each of the four Departments.

(1.) *The Field Department.*

Here, the existing cultivated portion, amounting to some two hundred acres, was as far as possible to be cleaned, each field to the best of our ability placed under a regular rotation, and a large amount of the old pasture-land—and it was almost all old—broken up. To accomplish the second about eighty acres were seeded down; and to accomplish the third, forty-three acres were broken up in the spring. To this has been added twenty-five out of our forty-one acres of summer fallow, making in all sixty-eight acres broken up. There was on the place thirty acres of fall wheat, all of which, with the exception of eight, was winter-killed, and had to be re-sown. There was placed under grain crop the following acreage :—

Barley	56	acres.
Wheat	19	"
Oats	42	"
Peas	41	"
Total number of acres in grain	158	"

Immediately on these being sown, attention was turned to the root crop. The barn-yard manure, of which there was, from the quantity of feeding cattle, a large amount, was placed on the turnip-field together with manure of other descriptions. There was placed under root crop the following acreage :—

Potatoes	4	acres.
Carrots	1½	"
Mangolds	1½	"
Turnips	23	"
Total number of acres in roots	30	

There was likewise sown as forage crop :—

Rape	15	acres.
Corn	4	"
Oats and Tares	3	"
Total	22	

If to the acreage of these several crops be added forty of hay, the total number of acres under cultivation will be seen. That number is 250. To this add twenty-six acres of usual pasture land, and 276 acres, or the available land for crop, is obtained. From this simple statement it will be seen that a considerable amount of labour is yet in store.

The crops promised an excellent yield until the dry weather set in, but the drought seriously affected returns. An early frost at the beginning of June made such havoc of our timothy that when hay-time came we cut off forty acres of land but twenty-five tons of hay. The majority of the other crops turned out well. None of the grain is yet threshed, but a tolerably close approximation can be made as to the total result. By reference to Table F. of Appendix E. it will be seen that the number of bushels of each crop is estimated as follows :—

Barley	2200	bushels.
Peas	1200	"
Oats	1600	"
Wheat	300	"
Potatoes	150	"
Carrots	200	"
Mangolds	400	"
Turnips	12000	"

Barley was good, but one half slightly discoloured from the wet weather. Fall wheat a failure—almost nothing. Spring wheat a good crop ; good sample. Peas a large crop. Oats an average crop. Potatoes a failure, owing to the attacks of the Colorado beetle, but more especially to a blight which prevailed over this section of country. Carrots a poor, mangolds a fair crop. Turnips above an average. The rape was a fine crop, carrying over 160 fattening sheep.

During the summer and fall, draining operations have been extensively carried on. Three main drains, running at angles across the width of the farm, the first 260, the second 216, and the third 146 rods in length, have been opened out. These with their laterals, when fully completed, will drain the greater portion of the farm. It was thought advisable to place those laterals only in the parts where they were most urgently needed, leaving the rest of the draining to be gradually carried out. And they were placed in likewise at wide though regular intervals, in order to save expense should they be found sufficient for the purpose intended ; if not, others can be placed between, as a regular map has been kept of every field drained, with the position of each drain. In the heaviest of the three, which drains an area of fully one hundred and fifty acres, a six and a four inch tile was placed side by side, as the stream of water to be carried out by it had filled, during the spring months, an open ditch, fully a foot deep with water. The second and third mains, laid with six inch tile, have been left open for a considerable distance from the mouth in order

that it may be seen whether the tile is sufficient to carry off the flow of water. The average depth of those mains can be seen from the statement given below. Seams of various kinds of soil were cut at that depth, but none gave any trouble except the quicksand which was met with here and there. In that case every care was taken to make the drains secure. Boards were laid at the bottom of the drains, and the tiles placed on those. The tiles were securely covered either with inverted sods and straw, or both. A sufficient number of laterals to carry off all superfluous water has been laid in forty-seven acres. The following statement has been drawn out to show the average cost per rod of the various drains opened, with the different sizes of tile used. By means of it any farmer, in any portion of the country, will have at least an approximate idea of what any piece of draining he may require to be done will be worth by the rod. The prices of the various description of tile are about the same in all the yards over the Province, and the nearer the manufactory the cheaper the tile. As for ourselves, our nearest yard was at a distance of twenty-six miles, and the cost of the tile laid down at Guelph Station was $62 for 6-inch, $22 for 4-inch, $16 for 3-inch, and $10 for 2-inch. The following statement shows the number of rods laid, the size of tile used, the cost per rod at various depths and sizes, and the total amount spent up to 31st October :—

No. of rods.	Species of tile.	Average depth.	Av. price per rod.	Total cost.
261.....	6-inch and 4-incn.	4 feet 8 inches.	$2.38	$621 18
144.....	6-inch.	4 " 6 "	1.95	280 80
196.....	4 "	3 " 9 "	1.00	196 00
544...	3 "	3 " 1 "	65	353 60
150..... ...	2 "	3 "	50	75 00
				$1526 58

The teams have been turned in to assist in various species of permanent improvements, and the process of filling up and gravelling the Farm road, together with the ordinary farm work will occupy the time pretty fairly during the winter. It will take a few years before the several fields will be cleaned sufficiently, and put into such rotation that the place may properly deserve the name "model;" but if the grass sown stands the winter, a basis has been laid on which, with proper planning and application, that desirable end may eventually be attained.

(2.) *The Live Stock Department.*

As I have already stated, the fattening stock had been replaced by the nucleus of a breeding stock when I was appointed. Besides this, two additional pairs of horses had been purchased in the spring of 1875. As there was a large amount of pasture to be consumed, which would naturally, except the season was a moist one, die out in July, the two or three head of fattening cattle still remaining were sold off, and some 180 head of fattening sheep bought and turned on to this pasture. To subsidize the pasture from the month of August, 15 acres of rape were sown. Those sheep cost on an average $4.45 per head, and will average double the money at the lowest calculation when sold. But it was plain that what was wanted was to stock the place. The money granted was not sufficient to do this thoroughly. One cow—Louan of Brant the fifth—of the famous Louan tribe, was purchased by the Hon. Mr. McKellar, and added to our herd of Durhams. The remainder of the appropriation, after paying for her and the horses, was invested in breeding sheep. It was hardly sufficient to stock the place thoroughly, even in that one line, and we were obliged slightly to curtail. The three best breeds have been chosen as a beginning. There are now of each of those—

34 Cotswold Ewes and one Ram.
12 Leicester Ewes and one Ram.
12 Southdown Ewes and one Ram.

Some of these are imported, and what are not are from the very best home flocks.

If to the stock at present on the farm were added a few additional Durhams, a male and two females of each of the following breeds—Herefords, Ayrshires, and Devons—the

Farm would, in my humble judgment, be pretty thoroughly stocked with breeding cattle. The prevailing herd should, however, undoubtedly be the Durham, of which a male and four females should be purchased. To these should be added a male and two females of the various principal breeds of swine, as there is nothing but three Berkshire sows and one Berkshire boar on the place. The principal varieties of poultry should likewise be procured.

(3.) *Horticultural Department.*

In this department the greater portion of the labour has been spent on permanent improvements rather than on gardening. Had the latter been the main object, a market would have to be sought, as the house is by no means able to consume all the produce raised in the garden. As it is, the house is charged with more than it really requires. The old garden of about three acres was continued, and other two brought under cultivation. Both were laid out in plots, and the usual routine of garden vegetables planted. As, however the old garden is too full of fruit trees, the site of the garden has been changed, and the old site will henceforward be used as an orchard for small fruits.

The following may be taken as the produce of the kitchen garden:—

Apples	125	Bushels.
Asparagus	132	Bunches.
Beans	7	Bushels.
Beets	46	do.
Cabbage	5,100	Heads.
Cauliflower	300	do.
Carrots	220	Bushels.
Cucumbers	500	
Celery	1,020	Heads.
Lettuce	150	Bunches.
Onions	21	Bushels.
Parsnips	51	do.
Peas (Early)	23	do.
Pears	4	do.
Plums	4	do.
Potatoes	120	do.
Rhubarb	140	Bunches.
Tomatoes	5	do.

Besides Melons, Squashes, Spinach, Radishes, &c., &c.

The fruit crop was light, and it is difficult for us to secure it, owing amongst other reasons to our proximity to a town. Apples were poor; trees blighted. Pears a fair crop. Plums better than usual. Our currants, gooseberries and strawberries are things of the future.

The vegetable garden was, on the whole, a decided success. It presented a fine appearance, bordered as it was by flowers. Cabbage and Cauliflower successful, Carrots average, Parsnips average, Onions good;—and without enumerating all, I may say in a word that everything that work and skill could do was done, and if the dry weather affected some species more than others the misfortune was not ours alone. Taken as a whole, the produce of four acres has been very satisfactory.

But, as I have before intimated, the main strength has been placed on permanent improvements. Two carriage drives, each 72 rods in length describing similar arcs—leading approaches from the Dundas Road—have been constructed, graded and gravelled. Upon the two have been placed 925 cubic yards of gravel. The material was found on our own place, and the work has been performed by the gardener and his class. The two acres of garden taken in have been cleaned and levelled. The orchard has been cleaned of sod and weeds, and seeded down. The field in front of the buildings has been sown with lawn grass. Another kitchen garden of five acres has been laid off and enclosed. Facing the road, ditches have been cut, and sidewalks graded, levelled, and where requisite gravelled. Maples have been planted around the lawn and garden, and

evergreens along the sides of the carriage drives. Excavation for a greenhouse and fruit-house is now being proceeded with.

From this bare record it will readily be seen that more than one-half of the work has been spent on permanent improvements; in other words, bringing into shape the twenty acres lying in front of the place, for the purposes of lawn and gardens. As on the farm the raising of crops has not been the main end kept in view, so in the garden the primary object has been rather to make a garden than to raise plants and vegetables.

(4.) *Mechanical Department.*

As soon as the spring opened, outside work commenced in this department. The various implements had been made ready for use. The several houses on the place were attended to, and are now in shape for four or five years at least. The barns, stables and outbuildings generally next received attention, and all needed repairs were performed. Some sixty hurdles, sheep-racks, feed-boxes, and all other appliances required in the grazing and feeding of stock were constructed. A picket fence 200 rods long, and a straight board fence 144 rods in length, have been built. A wire fence 70 rods in length is now in process of erection. As these fences enclose the lawn and gardens, not only had greater care to be taken in building, but the number of entrances absolutely necessary required a proportionate number of gates and surroundings. The carpenter and his class are busy at present in the erection of a fruit-house and workshop for the garden, both to be hereafter attachments of a greenhouse and conservatory.

As a considerable portion of the carpenter work of the Veterinary School building is to be performed by them, there will be no lack of work during the winter. A glance will show that all work in this department comes under the head of Repairs or Permanent Improvements —by far the greater portion under the latter.

I may say, in conclusion, that with the money and material at hand a fair amount of work has been accomplished; that a good start has been made in overcoming the work of a six years' plan; that if during the next five years as much land is improved and work done, the place will in some slight measure deserve the title of a "Model Farm." A small portion is now ready for the purposes of an Experimental Farm, and I would advise that plans be formed and purchases made this winter with that end in view, in order that next year a carefully compiled report on experiments will be added to any that may be given, similar to my own, on improvements.

I have the honour to be,
Your obedient servant,

(Signed) James Laidlaw,
Farm Superintendent.

III. Financial Statement.

This is given in the several tables of Appendix E. Table A. shows the expenditure of the Institution for the ten months out of the appropriation voted by parliament; it includes both Farm and School. Some of the items are abnormal. The items under the heading of the "Farm Department" are wholly so. During the first spring of the Farm's existence no first-class seed from a different section of country had been purchased. This was done last spring. A large amount of repairs, almost though not altogether in the shape of permanent improvements, had likewise to be made. Both were a first charge, and both items can now be struck out of appropriation items, and charged, as is done in Table F., to Expenditure out of Farm Income. In the Horticultural Department likewise "plants and seeds" had to be purchased this spring, as it were, for the first time; but now, by propagating plants, and to a large extent producing our own seeds, that item can be struck out, and, with the exception of what goes into the capital account as permanent improvements, in the shape of fruit trees, &c., the amount of this item will hereafter be charged against Garden Income. The item

of "Bonus to Pupils," it is to be hoped, will likewise prove an abnormal one, and in another year, when the advantages of the School are better placed before the farming community, be done away with altogether.

Those abnormal items excluded, there will remain but the cost of maintaining the House, the Business Department and the School. What is wanted then is to arrive at a satisfactory basis for estimating the cost of maintaining each of those. Taking the first two items of "Food" and "Household Expense," which includes all under the House, there is to be struck out the expense of the Principal and lady during a six weeks' illness of the former, the cost of board for extra lecturers, and the cost of repairs incident on changes for Principal's residence. There is to be added the wages of the Matron and her servants. This being done, there is given the sum of $2,704 27. To this add the cost of the fruit and vegetables supplied by the garden, and there is found to be some $3,000 as the total expenditure, or a little over $100 as the cost of maintaining each student for ten months—say $125 for the twelve months. Were the number one hundred, instead of thirty, the individual cost would of course be less. It is slightly greater than in the majority of our other public institutions; but then the class, the age, and the occupation of the students is far different, and when these are taken into consideration, the amount can certainly not be considered extravagant. As a basis for estimating the House expenditure, one hundred and thirty dollars at the outside may then be taken as the average cost of maintaining each pupil.

The amount paid in the Business Department last year, and the amount asked for next year, are both $200 above the normal expenditure, owing to the necessity of issuing a prospectus, &c., and otherwise advertising the place. Adding to the $400 left $800, as a fair portion of the salary of the individual rejoicing in the ecclesiastical title of Rector, and we have $1,200 per annum as the normal expense of the Business Department.

The cost of the School Department of expenditures depends entirely on the staff kept, and that is a matter the decision of which must be left to other hands than mine. What is thought requisite may be seen by reference to Table B.

Looking at this table it will be seen that the only one of what is called abnormal items continued is that entitled "Bonus to pupils," which it is hoped will be shortly abolished. However, as all the students here have entered under the old regime, it must be continued for this year. The number of pupils provided for is forty, and the average cost of maintaining each pupil taken at the aforesaid amount of $130, to which total has been added $600 for repairs and incidentals. The former is asked for enlarging the wash-room, relaying water pipes and repairing generally.

In considering the amount under the heading of capital account, the plan on which the amounts asked for is based must be thoroughly understood. In the first place it is considered that it will require five years more to put the place into shape for the purposes of a model and experimental farm, and that the amount of capital to be spent in doing this will not be less than $15,000. Hence the sum of $3,000 will be asked for yearly for this purpose. Again it is thought by competent judges that the lowest sum with which the place can be stocked in addition to what we have is $10,000. Six thousand of that is asked for this year, leaving $4,000 yet to be required. If the principal herd is Durham that sum will certainly not be extravagant.

At the end of five years then the place may be left to itself to pay for everything which may be required. It will then pay for labour, repairs, seeds, and interest on capital outlay. All, but the last and perhaps a little of that it will pay from this year henceforward.

There remains an item on "no man's land," viz.:—that of experiments. In any case, this will always have to be provided for by appropriation.

If this preparatory term last for five additional years, as the best practical men say it must, at the end of that period it is not too much to expect that the place will have become so fully known, and if rightly conducted the benefits to be conferred by it so thoroughly appreciated, that parents sending their sons will at least pay for their board; and that the farm will have been placed in such condition that all but the experimental portion will be self-sustaining. At the end of that period the country will have to pay only the salaries of the staff, and the cost of experiments.

During those five years however an annual outlay will have to be made in what may

be called section No. one of capital account. In section No. two—" building " all work either completed or contemplated goes into a general plan. During the present year the Veterinary School Building has been erected as one of the wings of a main building 240 feet long of which the present College Building will be the centre. The most of $13,000 asked for next year is for the erection of a Principal's residence to form the second wing of the proposed building.

Tables C. and D. require little explanation. It will readily be seen that the stock requires replenishing in the direction of cattle, pigs and poultry. As the farm grows by bringing a greater number of acres under cultivation, a greater number of implements will be required than those mentioned in Table D. But the farm's income should be in a proportionate ratio to its growth, so that all such could be purchased out of it.

Two or three items require explanation in Table E. The first section under the head of income is plain. It represents the produce of some 180 acres, all that could be brought under tillage owing to the lateness of taking possession. The full amount of section No. two should not properly be charged to farm's income. There must be substracted fro m it the cost of the cattle which was $1,998. By reference to the expenditure account it will be seen that $2,660 23 worth of stock has been purchased. The difference between this and $1,998 or $662 03 shows the amount actually invested in stock out of the farm income. The amount paid for feed and fodder was abnormal, and was owing in the first place to the lateness of occupation requiring fodder to be bought to supply the place of that which might otherwise have been grown, and in the second place to the necessity of investing in fodder to fatten the cattle purchased to a paying point.

The second part of Table E. does not represent the produce of the garden for this year, but the amount stored last fall, and the amount consumed this summer. To this latter may be added the amount stored this fall, and there will be found to be the total described before in the Horticultural Department.

Table F. shows the disposition to be made of the income expected to be derived from the produce at present lying unthreshed in the barns together with the stock fattening in stables and pens. It comes under the various heads of " purchase of fattening c attle," " labour," " supply," " repairs," and " seeds." A different disposition may be made by a new Principal, but there is little doubt that the farm will pay all the charges coming under those heads of expenditure.

For further particulars reference must be made to the detailed accounts of the farm. The greatest difficulty in adjusting those accounts is in fixing the amount to be paid for students' labour and sinking fund requisite to cover capital outlay. Another year's experience will enable us however to firmly establish a basis on which to settle those matters, and all others included under the terms—" farm income and expenditure."

IV. Results and Recommendations.

In order that the results of the year's operations may be fairly judged, it will be necessary to recall the objects for which the Institution was established, and the manner in which it was to be used in order to accomplish those ends. Those objects were :- -

(1) Teaching.
(2) Experimenting.

And the manner in which they were to be accomplished was threefold :—

(1) An Experimental Farm was to be made.
(2) A Model Farm was to be made.
(3) A School was to be organized.

Let us look more closely at what the latter means. In the first place, then, a part of the farm must be cleaned—freed from weeds and stones—the relative qualities of the soi

noted by analysis and experiment—divided into plots, and made ready for experiments. In the second place, the remainder of the farm has to be improved. Natural pasture has to be changed into cultivated land, stumps and small swamps eradicated, and a very large amount of draining done. The land has to be cleared of thistles, weeds and stones. Fields have to be laid out and enclosed. In each of those fields the basis of a certain rotation has to be established. The barns, yards and stables have to be put in order, and the place properly stocked; a lawn, gardens and orchards have to be laid out or planted, and proper approaches made to the building; and lastly, a school has to be organized, the subjects to be taught, with their mode of arrangement and distribution laid down, and the staff requisite for the purposes of instruction determined upon.

How far, then, has this been accomplished? In the first place, a part of the farm is being cleaned and put in order as an Experimental Farm. A small portion is now ready, its condition and qualities ascertained, and it will be divided into experimental plots next spring.

In the second place, there has been a beginning—and no small beginning—made this summer in bringing the place into shape as a "Model Farm." Main drains to carry off the superfluous water of nine-tenths of the farm have been laid. 47 acres lying on the two sides of the Dundas road have been underdrained—25 of them, beside our regular summer fallow, have been summer fallowed. As many acres have been cleaned and stoned. 68 acres have been broken out of sod, and some 80 acres seeded down as the commencement of rotation; the 20 acres in front of the buildings have been laid out in lawn and garden, and so divided and enclosed that the general plan can at a glance be comprehended. Trees have been planted around and within the lawn, and others have been transplanted or removed. Carriage drives, as approaches to the College, have been constructed, and the roadway through the farm graded and enclosed for a considerable distance. 200 rods of a picket, 70 rods of a wire, and 135 rods of a straight board fence have been built. If as much be performed during each of the five succeeding years, the place will begin to deserve the proud title of a "Model Farm."

And finally, one of the wings of a main structure, 240 feet long, of which the present College will be the centre, has been erected in the shape of a Veterinary School building, whilst the present College has been improved and its accommodation increased by an additional mansard story. And, what is of greater importance, the class-room work has been thoroughly organized, and the subjects to be taught determined; their arrangement and distribution crystallized into a curriculum, and those subjects for the last ten months consecutively and successfully taught.

And now it may be asked, from the experience of the past year, what would you suggest for present action? From that experience I would make the following recommendations regarding the School, of which alone it is allowable for me to speak, as another gentleman is in charge of the Farm.

In the first place, as, through the liberality of the Agricultural and Arts Association, we will have a building to be used solely for School purposes, I would suggest that provision be made this year for furnishing a suitable laboratory, not merely to be used for lecturing purposes, but mainly to serve as the home of a practical chemist. In the second place, I would suggest that a prospectus should be immediately issued, containing not merely the information to be found in our present circular, but likewise a resumé of the practical instruction to be given in the outside department, together with a synopsis of the lectures to be delivered during each session of the two years in each department of field and class-room instruction. In the third place, I would recommend that for the present the following constitute the staff:—

A PRESIDENT, (LECTURER *in some Department;*) *and* BURSAR.
A PROFESSOR OF AGRICULTURE *and* FARM MANAGER.
A PRACTICAL CHEMIST, *and* LECTURER *on* CHEMISTRY.
A VETERINARY SURGEON, *and* LECTURER *on Veterinary Subjects.*

Beginning at the last, it is admitted on all hands that a Veterinary Department is indispensable in such an Institution as this, and it is as economical and far more satisfactory to obtain the permanent services of a single individual than to pay an intermittent lecturer.

Again, if experiments are to be tried, and the country as well as the objects for which the Institution was called into being demand that they should—a practical chemist will be next year as great a necessity as a Lecturer on Chemistry invariably is. But no man will turn his attention to the application of Chemistry to Agriculture unless his appointment be made a permanent one.

And I recommend the first two appointments to be made, instead of those of a Principal and Rector, for the following reasons: In the first place, it is extremely difficult to obtain the services of a man who unites in himself the qualifications required in the Principal of School and Farm, and utterly impossible to obtain them at the salary offered. In the second place, even if the salary were offered and the man obtained, he would be physically unable to overtake the work required of the "Principal."

I would therefore suggest that the example of the Royal Agricultural College at Cirencester, England, and the United States Agricultural Colleges, in this particular be followed, and one man appointed to take charge of the Farm, together with the practical instruction of the pupils thereon, and to deliver lectures on Practical Agriculture; whilst another should be appointed to act as Principal of the School, and Lecturer in some department—say Natural History. For some time to come he might act as Bursar, and with assistance from the rest perform the duties of Rector. The latter term is misleading, and impugns the non-sectarian character of the Institution in the minds even of those who cannot strictly be called ignorant. But whatever the titles, the fact remains undisputed and indisputable, that in Canada—or indeed the world—the attainments of the practical farmer and the experienced educationalist are seldom or ever found united in a single individual.

And now, in the last place, it may be asked, in view of the past year's experience, what ought to be done with regard to organization for the future? I answer, unhesitatingly, that we are on the right path. We are leaving out the section on the "Staff of Officials," and working up to the ideal sketched clearly by the Provincial Farm Commission. There are various questions to be settled. It is true they are questions of detail, but on the manner of their settlement depends the success or failure of the Institution. Allow me to enumerate some of them. There is the relation of the students' labour to the Model and Experimental Farms, the possibility of perfecting thorough practical instruction, the best mode of imparting that instruction, the relation of the theoretical to the practical, the relation of apprenticeship to study, the financial relation of the School to the Farm. There is the question of the number of outside instructors necessary, the number of inside lecturers requisite—the question of the establishment of a staff. There is the question of the relation of Agriculture to Horticulture; the relation of the various departments to each other and the whole. Many other questions there are, but they will all require careful attention and practical solution, and it will be well on to the end of the five years of the preparatory term ere the majority of them can be solved. What we want is those five years to lay a foundation. We are different from the other public institutions. Other institutions are finished at once; this is to be completed on a progressive system. The capital outlay in their case is immediate; in ours, gradual. The results in their case can at once be seen; in ours, years must elapse. Even financially, however, at the end of the preparatory term we will be in advance of them. Then the country will have to pay but the salaries of the staff and part of the costs of experiments; in their case, the usual annual outlay will be continued.

What we want, then is forbearance and assistance for the preparatory term of five years We have, during that period, practically to settle a great number of questions; and in settling them mistakes will be made. What we ask for, then, is forbearance. We have to bring a place into shape for instructing, perhaps, ten generations. What we ask for is assistance from this. From its very nature, the Institution cannot be immediately popular. It is a case of statesmen discerning a want and striving to supply it, rather than of the people feeling a want and demanding it. It is a case of Governmental action preceding popular agitation. But if the place be rightly conducted, keeping its ultimate objects in view, all will be right. The personal interests of the second class, of whom I have spoken in the introduction, centre in the success of the second object of the Institution's existence; the personal interests of the first class centre in indifference. The intelligence of the second will soon commend the Institution to their favourable judgment, and the first class, as they have

done from time immemorial, will follow the bell-wethers. But whatever the opinion of the people at large, we look for the action of statesmen from their rulers. The reasons for the establishment of the Institution are wise reasons; the ends it is intended to serve are for the national benefit, and it is progressing favourably towards the accomplishment of those ends. On these grounds we ask for support.

I have the honour to be, Sir,
Your obedient servant,

WILLIAM JOHNSTON,
Acting Principal.

APPENDIX (A.)

EXAMINATION PAPERS—CHRISTMAS, 1874.

Scientific Agriculture.

Examiner : W. Johnson, B. A.

1. From what and by what agencies was the soil on the surface of the earth formed ? Describe the action of the atmosphere and of water in its formation.

2. Morton says, "The soil partakes of the nature of the rock on which it rests." Discuss the truth of this statement.

3. Name the principal chemical constituents of soils and give their chemical classification.

4. Give the commoner classification of soils and the physical characteristics of each class.

5. Enumerate the mechanical processes of improving the soil. In ploughing, *e. g.*, show the benefits the penetration of air confers upon the soil.

6. It is said that "Subsoil ploughing brings to the surface injurious soil and the larvæ of insects." Answer this objection, and give the advantages of subsoil ploughing.

7. What is meant by "thorough" draining ? Show particularly all the different ways in which the soil is improved by a system of underdraining.

8. Define the term "manures" and show the necessity for their use. Enumerate the principal proximate elements of plants, and describe the process by which manures replenish these—especially the non-azotized.

Practical Agriculture.

Farm Department.

1. Describe the various processes you would pursue in bringing under cultivation a Cedar Swamp.

2. What should be the condition of the land for, and what the evidence of, good ploughing :

(1) In a andy Loam,
(2) In a Clay Soil,
(3) In a Clay Loam

3. Give your method of preparing a stubble field—clean and regularly rotated; sowing and harvesting thereon :

(1) A crop of Spring Wheat.
(2) A crop of Barley.

4. What, if any, are the advantages of Fall Ploughing and Summer Fallowing? Discuss the matter.

5. Give a six years' rotation of crops :

(1) On a sod field, clean.
(2) On the same field, full of Canada thistles.

6. For sowing turnips, give your method of preparation and treating with manures a stubble field—sandy loam—cropped for three successive years.

7. Give a list of necessary farm implements ; and describe the parts of a plough and reaping machine.

Live Stock Department.

1. Give the different breeds of cattle in general use in Canada, the leading characteristics of each breed, and compare them :

(1) As to dairy purposes.
(2) As to beef,
(3) As to both combined.

2. Give the different breeds of sheep in general use in Canada, the leading characteristics of each breed ; and compare them :

(1) As to wool.
(2) As to mutton.
(3) As to both combined.

3. In the same way name the various breeds of hogs, and give the marks of a pure Berkshire pig.

4. In purchasing cattle what are the points you would look to :

(1) In a good feeder ?
(2) In a good milker ?

5. What points do you consider essential :

(1) In a draught horse ?
(2) In a roadster ?

6. Write brief notes on the following : "Grade," "thorough-bred," "hurdling or folding," "pulping," "stall feeding," "storing" cattle, "Barn-yard manures — storing, mixing and saving."

Horticultural Department.

1. Give a proper rotation of garden crops.

2. With regard

(1) To the Onion.
(2) To the Carrot.
(3) To the Beet.
(4) To the Potato.

Give

(1) A description (botanical) of the plant.
(2) Proper soil and best fertilizers.
(3) Method of Cultivation and Propagation.
(4) Name of commoner varieties.

3. Write brief notes on "Trenching," "Pruning," "Grafting," "Budding," "Transplanting," "Forcing."

4. Lay out an acre, two roods square, in garden plots, showing the vegetables grown in each.

5. Describe the preparation of hot-beds.

Botany.

1. Distinguish the Vegetable kingdom, on the one hand, from the Mineral ; and on the other, from the Animal.

2. Give the composition of a typical cell, and describe the various kinds of cells.

3. Describe the process of cell growth by free formation, by budding and by division.

4. Cellular and Vascular tissue, how distinguished ? Describe the different kinds of vascular tissue.

5. Distinguish between the structure of the root and the stem, describing both.

6. Give the distinguishing characteristics of the Acrogenous, the Endogenous, and the Exogenous stem. Describe the various parts of the latter, and distinguish clearly between the Medullary sheath and the Medullary rays.

7. Epidermal Appendages, Abnormal roots, Abnormal stems. Enumerate these, and distinguish between hairs and tendrils, thorns and prickles, suckers and runners.

8. Describe the growth and structure of a bud. Characterize the different varieties of buds.

9. Describe the structure and parts of a leaf, and give the characters of the two main divisions of the simple leaf, and the classes of the same based on the shape of the margin.

10. Inflorescence. Define the term. Characterize the two divisions, and describe the various forms of indefinite inflorescence.

11. Describe the parts of a flower, and give the meaning of the terms "regular," "symmetrical," "complete," "distinct," as applied to the flower.

12. Write brief notes on the following :—"Protoplasm," "exosmose" and "endosmose," "cyclosis," "organs of nutrition and organs of reproduction," "annual, biennial and perennial plants," "radicle," "peduncle," pedicle," "stomata," "venation," "vernation," "bract," "cyme," "chorosis."

APPENDIX (B.)

CIRCULAR OF THE ONTARIO SCHOOL OF AGRICULTURE FOR THE SCHOLASTIC YEAR 1875.

HONORARY COUNCIL.—Hon. David Christie, Hon. George Brown, Hon. Archibald McKellar, Professor Buckland, James Young, Esq., M.P., Delos W. Beadle, Esq., James Laidlaw, Esq.

STAFF.

*(a) CHARLES ROBERTS, Esq., *Principal, Professor of Agriculture*
(b) WILLIAM JOHNSTON, B.A., *Rector, Interim Lecturer on Natural Sciences except Chemistry.*
(c) GEORGE BAPTIE, M.A., M.B., *Interim Lecturer on Chemistry.*
*(d) E. A. A. GRANGE, V.S., *Interim Lecturer on Veterinary Surgery and Practice.*
*(e) REV. ROBERT BURNET, *Interim Lecturer on Horticulture.*
JAMES STIRTON, *Instructor in Live Stock Department.*
JAMES MCNAIR, *Instructor in Field Department.*
JOHN F. BARRON, *Instructor in Horticultural Department.*
JAMES MACKINTOSH, *Instructor in Mechanical Department.*

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INTRODUCTION.

The Institution known as "The Ontario School of Agriculture and Experimental Farm," is situated about a mile to the south of the Town of Guelph. The Farm consists

(a) Gold Medallist of Royal Agricultural College, England.
(b) Gold Medallist of the University of Toronto.
(c) Medallist of the University of Toronto, and formerly Professor of Chemistry in Victoria College Medical School.
(d) Lecturer on Anatomy in the Ontario Veterinary College.
(e) President of the "Ontario Fruit Growers' Association."
(*) For Fall and Winter at least.

of 550 acres, about 400 of which are cleared, and is composed of almost every variety of soil. It is in the centre of an extensive agricultural district—one unrivalled in the Province for the raising of stock. Readily accessible by rail from all parts of the Province, in close proximity to a town at once one of the finest grain and stock markets in Ontario —noted besides for the strong moral and religious tendencies of its people, no site could have been found more eminently suited for the establishment thereon of such an Institution.

Immediately upon obtaining possession, the Government appointed a Commission to inquire and report regarding the manner of adapting "the said farm and management and control thereof, to the purposes of a model and experimental farm." A few extracts from the Report of this Provincial Farm Commission will show clearly the basis upon which the Institution is at present established.

"The name of the Institution should be 'The Ontario School of Agriculture and Experimental Farm.'"

"The objects of the Institution should be:—*First*, to give a thorough mastery of the practice and theory of husbandry to young men of the Province engaged in Agricultural and Horticultural pursuits, or intending to engage in such; and, *Second*, to conduct experiments tending to the solution of questions of material interest to the Agriculturists of the Province, and publish the results from time to time.

"That the Farm should be separated into five distinct departments, namely:—

"(1) The Field Department.
"(2) The Horticultural Department.
"(3) The Live Stock Department.
"(4) The Poultry, Bird and Bee Department.
"(5) The Mechanical Department.

"All permanent improvements on the Farm should be carried out on a gradually developed system, and in such a manner as to exhibit and test the comparative values of the most approved method of executing the several works, and to test the cost, convenience and durability of the several appliances from time to time recommended for adoption on the farms of the Province.

"That for some time to come the work of the Farm must be mainly confined to the preparation of the fields and buildings for the systematic instruction of the pupils; that the knowledge that might be acquired from these preparatory operations would be most valuable to the pupils; that the labour of the pupils ought, therefore, to be employed as far as practicable in those preparatory operations; and that it is expedient to provide at present merely for the conduct of the Institution during this preparatory term, and utilize the practical experience obtained from it in settling hereafter the permanent organization and educational curriculum.

"That during the said Preparatory Term the chief aim should be to teach the pupils how to perform farm work in the best and most profitable manner—coupled with such an amount of scientific knowledge as will enable them clearly to comprehend the results sought to be obtained from each operation and the scientific facts and principles upon which it is based."

In order to carry out the suggestions of the Provincial Farm Commission, the Government made such improvements on the residence found on the place as would best utilize it for present purposes. Accommodation was provided for about thirty pupils, a Principal and a Rector were appointed, and a foreman for each of the following four departments engaged, viz.:

1. Farm Department.
2. Live Stock Department.
3. Horticultural Department.
4. Mechanical Department.

The Institution was opened in May, 1874, and the experience gained during the last six months has enabled the following course of study, rules, and regulations, to be temporarily drawn up. Although temporary—in force but for the "preparatory term"—they are published in order that the people—and especially the Agriculturists—of the Province

may see at a glance the terms of admission to, the subjects taught in, and the benefits to be conferred on its pupils by "The Ontario School of Agriculture and Experimental Farm."

I. TERMS OF ADMISSION.

Before admission to the School as a pupil, each candidate, being at the full age of fifteen years, will produce the following certificates :

(1) As to moral conduct.
(2) As to physical health and strength.
(3) As to the assent of his parents or guardians for admission.
(4) As to his intention to follow agriculture as an occupation.

The standard of education necessary for admission as a pupil will be as follows :

(1) Reading, Writing, Spelling.
(2) English Grammar and Composition —analysis and parsing of an ordinary English author ; familiar and business correspondence.
(3) Arithmetic—through Simple Interest.
(4) Outlines of General English and Canadian History.
(5) Outlines of General Geography and Geography of Canada.

Those who can produce certificates of entrance into any High School, those who hold Teachers' certificates, or are graduates or undergraduates of any University in Her Majesty's dominions, are considered to possess the literary qualifications requisite for admission.

II. Course of Study.

First Year. — Practical Agriculture.
Practical Horticulture.
Botany—Structural and Physiological, and Zoology.
Elements of Geology and Physical Geography.
Chemical Physics and Inorganic Chemistry.
Animal Anatomy and Physiology, with
Veterinary Surgery and Practice.
Mensuration, Bookkeeping and English Literature.

Second Year.—Agriculture.
Horticulture.
Agricultural Chemistry.
Economic and Field Botany.
Zoology, Entomology and Meteorology.
Animal Anatomy and Physiology, with
Veterinary Surgery and Practice.
Mechanics, Land Surveying and English Literature.

The regular course is one of two years, but a single year's course may be taken by those who can produce evidence of having assisted in farm operations for at least two summers.

The term of engagement is for one year.

III.—Departments of Instruction.

1. Agriculture.
2. Horticulture.
3. Chemistry.
4. Natural Sciences except Chemistry.
5. Animal Anatomy and Physiology, with Veterinary Surgery and Practice.
6. English and Mathematics.

IV.—Course of Apprenticeship.

The pupils will be daily distributed alternately to each of the following four Departments :—

1. The Live Stock Department.
2. The Field Department.
3. The Horticultural Department.
4. The Mechanical Department.

They will be taught the manner of performing the various operations in each Department by the Instructor or his assistants in that Department; and being distributed alternately to each, it is expected that at the end of two years a thorough apprenticeship will have been served. The instruction received in the class-room will, as far as possible, be illustrated and exemplified in the fields, yards and shops.

V.—Hours of Labour and Study; Fees; Remuneration.

The relative number of hours of labour and study will vary with the seasons, but the arrangement will be such that an annual daily average of five hours of each will be obtained and enforced.

For work faithfully and zealously performed, payment for the whole year at the rate of ten cents per hour will be made—for all other work in proportion. For tuition, board and washing, a cost rate of two dollars per week will be charged.

By faithful work, therefore, a student can receive tuition, board and washing, and leave to his credit at the end of the year a balance of fifty dollars. This amount, or such other sum as the student may have earned, will be paid to him at the end of the scholastic year, on his passing satisfactorily the terminal and sessional examinations.

VI.—Sessions and Examinations.

There will be two sessions in each year, a winter and a summer one. The former will commence on or about the first of October, the latter about the middle of April.

There will be a vacation at the end of each session.

Examinations, which every student is required to pass, will be held at the close of the session. In each inside Department, on the subject of Lectures in that Department for that session; and in each outside Department, on the work of that Department for the session.

A. General Rules.

I.—*Students are required :—*

1. To render cheerful and willing obedience to orders.
2. To conduct themselves in a gentlemanly and orderly manner at all times.
3. To avoid all noisy or boisterous conduct in or about the building.
4. To observe neatness in dress at prayers, meals, and lectures, and tidiness in their rooms.
5. To observe all general and minor regulations.

II.—*The following Practices are Absolutely Forbidden :—*

1. Profane swearing, improper language, and gambling.
2. Use of intoxicating liquors and firearms.
3. Use of tobacco while on detail, in or about the building, barns or outbuildings, or in any place except in the smoking room.
4. Entering the domestic or sleeping apartments without permission.
5. Absence without leave.

B. General Regulations.

1. All students shall reside in the building, where they are under the immediate charge of the Rector.

2. Each student upon entrance shall sign a declaration that he will conform to the rules and regulations relative to students.

3. A register shall be kept of the attendance of students at prayers, work, and lectures.

4. All students shall attend the morning and evening prayers unless exempted from so doing in consequence of the objection of their parents or guardians.

5. They shall regularly attend their respective places of worship on Sabbath.

6. No student shall be absent from the Institution after the time of evening prayers, except by permission of the Rector.

7. The Rector is authorized to impose fines and other penalties for the infraction of rules and regulations.

8. The morning bell shall be rung at 5:30 a.m.; bell for morning prayers at 6 a.m.; breakfast at 6:30 a.m.; farm bell at 7 a.m.; school bell at 9 a.m.; farm bell at 12 noon; dinner at 12:30 p.m.; farm and school bells at 1:30 p.m.; farm and school bells at 4:30 p.m.; tea at 5 p.m.; school bell at 7:30 p.m.; bell for evening prayers at 9 p.m.; lights out and doors closed at 9:30 p.m.

9. No student whose work does not at least pay for his tuition, board and washing, or who fails to pass the requisite examinations, will be allowed to remain at the Institution.

APPENDIX (C.)

EXAMINATION PAPERS—EASTER, 1875.

ONTARIO SCHOOL OF AGRICULTURE.

Agriculture.

Examiner: Professor Buckland.

1. From what, and by what, agencies was soil formed?
2. Enumerate the principal chemical constituents of the soil, and give a classification of soils founded upon their physical characters.
3. State the principles and effects of draining—*depth, inclination, distance* and *material* of drains.
4. What is a manure? Name the most important articles used as such.
5. State the properties and use of lime—*carbonate, sulphate* and *phosphate.*
6. Farm yard manure: give its composition and properties; how to manage and preserve it.
7. What is meant by "In-and-in breeding?" Give its *advantages, dangers* and *drawbacks.*
8. The same of "Cross-breeding."
9. What is meant by "Ancestral Influence?" Give illustrations.
10. Which produces the greatest influence on offspring, the sire or the dam? Give illustrations.
11. What is the readiest and most practicable system of improving live stock adapted to the wants and means of Canadian farmers generally?
12. What are the weak points of Canadian farming, and how are they to be corrected?

Horticulture.

Examiner: Rev. Robert Burnet.

1. Distinguish between horticulture as science and as an art.
2. What are the benefits to be derived from Horticultural Exhibitions?
3. Give some account of the sources of the soil.
4. Write out a synopsis of the three modes mentioned in preparing the soil.
5. Enumerate a few of the manures treated of in the third lecture, and the method of preparation, if prepared.
6. What are the uses of absorbents in the preparation of manures, and name the best absorbents?
7. Give the different modes of securing new varieties of fruits.
8. Describe the process of hybridization, and give the parts of the flower operated on?
9. What are the best methods of gathering and preserving fruit?

10. State the leading advantages of fruit culture.
11. Give the benefits of planting trees for shelter, and the best varieties to plant.
12. What subjects treated of in these lectures are common to the horticulturist and the farmer ?
13. Write brief notes on the following :—"Forcing," "pruning," "grafting," "budding," "hot-beds."

Chemistry.

Examiner, George Baptie, M.A., M.B.

1. What is Heat ? Outline experiments to prove your statement.
2. Describe the manufacture of an ordinary Thermometer.
3. Explain the terms—Conduction, Convention, and Radiation, and give an example of each.
4. Latent heat, what is it ?
5. What is meant by Chemical Action ? Illustrate.
6. Mention the modes of Chemical combination, with examples.
7. Write a chapter on the atmosphere and its composition.
8. Describe at length the preparation and properties of each element, free or combined, present in the atmosphere.
9. Show the relation of anything you have mentioned in 7 and 8 to agriculture.
10. State what you know of water.
11. State leading facts with regard to preparation and properties of

Sulphuric Acid.
Phosphorus.
Ammonia.
Nitre.

12. Practical application of your knowledge of the same to agriculture.

Structural Botany.

Examiner : W. Johnston, B.A.

1. Define Botany, and show in what relation it stands—on the one hand to Biology, and on the other to Zoology.
2. Give the composition of a typical cell, and describe the various kinds of cell-growth.
3. Distinguish between cells and vessels, and describe the structure of the spiral and lactiferous vessels.
4. Describe the structure of the root, distinguishing it from that of the stem, and define the terms—"annual," "biennial," and "perennial," as applied to roots.
5. Give the different varieties of stems, and describe the structure and parts of the exogenous stem ?
6. Describe the growth and structure of a bud, and give the structure and parts of a leaf.
7. Name the parts of a flower, and give the structure of the reproductive organs, describing generally the mode of reproduction in plants.
8. Give the composition of the seed, and describe the manner in which the plant springs therefrom.
9. Give a list of the Simple Fruits, and describe the Legum, Acheæ, Caryopsis, Pome and Cone.
10. Write brief notes on the following :—"Cyclosis," "organs of nutrition and organs of reproduction," "epidermal appendages," "parasite," "adventitious," buds, "suckers," "tendrils," "root-stock," "venation," "vernation," "petiole," "stipules," "inflorescence," "bract," "raceme," "cyme," "complete," and "regular," flower, "dehiscent," and "compound" fruit.

Physiological Botany.

Examiner :—W. Johnston, B.A.

1. Name the principal organic and inorganic constituents of plants, giving a list of the azotized and non-azotized organic elements ; and state as nearly as you can the part of the plant in which such constituent is found.
2. Give concisely the physiology of the root.
3. Describe the mode of growth of an exogenous stem.
4. Describe the process of absorption and exhalation by leaves, and give the causes of *coloration* and *defoliation* of leaves.
5. Describe fully the circulation of the sap, giving the various physical, chemical, and vital causes operating in its movement.
6. State briefly the chemical changes that take place in calyx, corolla, stamens and pistils, at the period of flowering ; and describe fully the process of fertilization.
7. Darwin says that "the great majority of the so-called species of plants are the result of a process of hybridization." Discuss the truth of this statement. Define "hybrid," "sub-hybrid," and "perfect hybrid." Describe the process of hybridization, and give its practical uses in Horticulture.
8. Give the commoner causes of diseases in plants, and a classification of plant diseases.
9. Give the physiological effects resulting from the action of fungi, poisons, parasites, and insects on plants.
10. Give the causes, and a description of the diseases known as—smut, rust, mildew, ergot, dry rot, potato disease, galls, and ear-cockle.

Zoology.

Examiner, W. Johnston, B.A.

1. Define Natural History , Biology, and Zoology, and show their relation to each other.
2. Life—What are its conditions ? What its characteristics ? By what is *living* distinguished from *dead* matter ?
3. Give the six sub-kingdoms into which Zoology is divided, and the leading characteristics of the first four.
4. Give the structure and functions of an Amœba.
5. Distinguish the "test" of the Foraminifera from that of a "Sea-Urchin"—describing the latter fully.
6. Give the external and internal structure of the "hidden-eyed" *Medusæ*, and show in what way they illustrate reproduction by "alternation of generations."
7. Describe the structure of a Sea-Anemone.
8. Give the process of growth and reproduction of a tape-worm.
9. Give the two main divisions of the Annulosa, and distinguish between the crustacea and the insecta.
10. Describe the external structure of the *Lobster*, the *Spider*, and the *Butterfly*.
11. Give the main divisions of insecta, and describe the external and internal structure of the typical insect.

Physiology.

Examiner, George Baptie, M.A., M.B.

1. Define Physiology,
2. What are the results of active life in an animal ? How may this be proved experimentally ?
3. What is the plan of the body as shown by a transverse section ?

4. What is Mucous Membrane, and where is it found ?
5. Describe fully the process of digestion.
6. State the results of any experiments remembered, going to show the necessity of a mixed diet.
7. Write brief notes on the blood.
8. State what is the object and describe the circulation of the blood.
9. What are your reasons for believing in the circulation of the blood ?
10. Animal Heat—How is it maintained ?
11. Enumerate the organs of excretion, and explain as far as you can their *modus operandi* respectively.
12. What is the function of the sympathetic system of nerves? How has this view been supported by actual experiment ?
13. What is the appearance of a transverse section of the spinal cord ? What is the result of section (a) of the right half of spinal cord, (b) of the anterior root of a spinal nerve, (c) of posterior root of a spinal nerve, (d) of both anterior and posterior roots of a spinal nerve ?

Veterinary Surgery and Practice.

Examiner, E. A. A. Grange, V.S.

1. Name the regions into which the vertebral column is divided.
2. How many dorsal vertebræ has the horse ?
3. Mention the bones of the fore extremity.
4. Mention the bones of the hind extremity.
5. Mention the structures entering into the formation of a joint.
6. What constitutes the alimentary canal ?
7. What are the preparatory organs of digestion ?
8. Mention the various structures entering into the formation of the foot.
9. Mention the organs of respiration.
10. Mention the organs of circulation.

Short-horn History.

Examiner, W. Johnston, B.A.

1. Give the characteristics of the various breeds of cattle in use in Canada, and show to what end and in what manner the Improved Short-horns are their superiors.
2. State, with reasons, your opinion as to the origin of the Short-horn breed of cattle, and give a reason for making the year 1780 an epoch in Short-horn history.
3. What were the characteristics of the Teeswater cattle. Name a few of the noted breeders and noted bulls prior to the year 1780.
4. Give a short biographical sketch of the Brothers Collings, and state your reasons for considering them the originators of the Improved breed.
5. Trace the history and pedigree of Hubback, and explain what is meant by the "Kyloe controversy."
6. Illustrate by examples the system of "in-and-in breeding," as pursued by Charles Collings. Give the origin of the Duchess tribe, and name some of the families originated by Robert Collings.
7. By what means did the Short-horns gain immediate notoriety, and show the results by quotations from the Collings' sales, naming a few of the purchases, purchasers, and prices.
8. Give a summary sketch of the breeding of Mr. Thomas Bates, showing the families he favoured most, and the peculiarities following as results of the Bates' blood.
9. Give a short biographical sketch of the Booths. State their principles of selection and pairing, and define the term "Booth standard."
10. Give the names of some of the Short-horn breeders contemporaneous with Col-

lings, Bates, and the Booths ; and enumerate as many as you can of the famous breeders of established Short-horn blood in Great Britain at the present time.

11. Give a concise chronological sketch of Short-horn importations into Canada ; and name our most famous breeders.

12. Show how the E. H. B. originated, and distinguish between the Coates and the Strafford Herd Book. Give the number of vols. of the E. Am and Can. Herd Books, dating the issues of the latter ; and state any difference in principle of admission, and in the manner of recording the numbers in the three.

13. Distinguish between a "pure" and a "perfect" Short-horn ; and give the points of the latter as respects—

(a) Muzzle, (b) Crops,
(c) Brisket, (d) Spine,
(e) Hips, (f) Twist,
(g) Touch, (h) Skin and Tail.

Book-keeping and Mensuration.

Examiner, William Johnston, B.A.

I. Enter in the day-book, journalize and post the following memoranda :—

1. April 10th, 1874 :—Sold to Samuel Long 47 lbs. butter at 21c, per lb., and 63 doz. eggs at 19½c. per doz. Bought from him seed grain of following description and amounts:—

Clover seed	375 lbs.	at	$6	25	per bushel.
Timothy seed	585 "	at	$3	25	" "
Peas	2,212 "	at		85	" "
Oats	1,765 "	at		48	" "
Barley	2,357 "	at	$1	05	" "

2. April 20th, 1874 :—Paid to James Smith the balance of my note for two cows, drawn on October 20th, 1872, for $550 dollars, payable in two years, interest at rate of 7 per cent. per annum. Following sums paid on it :—Sept. 15th, 1873, $200 ; Jan. 1st, 1874, $150 ; discount, 6 per cent.

3. April 25th, 1874 :—Sowed on F. No. 4, 42½ bushels barley, worth $1 07 per bushel, with seed drill and broadcast sower : two teams harrowing.

4. May 1st, 1874 :—Bought and paid for yard-wide Axminster carpet, at $1 75 per yard ; and wall paper at 75c. per roll of 8 yards, for parlour 20 x 24 x 11—in it 3 windows, 5 x 8, with casings.

5. May 3rd, 1874 :—Bought from a friend and paid in advance for tile to drain F. No. 6, field square, 40 rods a side ; two main drains direct through a whole length, 4 inch pipe in one, 3 inch in other ; side drains 2 inch tile, at right angles to these, and 32 feet apart—usual prices.

6. May 10th, 1875 :—Sent two teams to R. Williams' mill for lumber ; one took down two ash logs—No. 1, 32 feet long, 15 and 12½ inches in diameter ; No. 2, 26 feet long, 13½ and 9 inches in diameter, at $18 per thousand. Brought following :—

2 pieces sq. timber—
No. 1, 28 feet long ; 10 x 12 ; 11 x 14
No. 2, 27 feet long ; 12 x 12 ; 10 x 10 } at $20 per thousand.

12 pieces, 4 x 4—16 feet long,
15 " 2 x 4—14 " "
8 " 2½ x 10—18 " " } at $9 50 " "
425 ft. 2 inch plank, surface measure,

APPENDIX D.

ONTARIO SCHOOL OF AGRICULTURE.

Easter Examination Class List, 1875.

Classes.	Agriculture.	Horticulture.	Chemistry.	Structural Botany.	Physiological Botany.
I....	1. J. Palmer. 2. W. W Bremner. 3. H. W. Rhind. 4. C. Wells. 5. T. Mason. 6. G. G. Ware.	1. W. W. Bremner. 2. Ware. 3. Wade. 4. Canfield. 5. T. Mason. 6. Lund. Palmer. 8. Ball.	1. Palmer. 1. Bremner. 3. T. Mason.	1. J. Palmer. T. Mason. 3. Bremner. 4. Wells. 5. Wade. 6. Gill. 7. Comport.	1. T. Mason. 2. Bremner. 3. Palmer. 4. Wells. 5. Gill. 6. Wade. 7. Canfield.
II....	1. H. S. Lund. 2. F. Canfield. 3. J. Thomson. 4. H. J. Coate. 5. C. Berry. 6. S. Dunlop. 7. H. Wade. 8. A. T. Ball.	1. Rhind. 2. Thomson. 3. Gill. 4. Mitchell. 5. Dick. 6. Wells. 7. Coate.	1. Wells. 2. Gill. 3. Lund.	1. Thomson. 2. Coate. 3. Berry. 4. Ware. 5. Rhind.	1. Ware. 2. Coate. 3. Thomson. 4. Dunlop.
III....	1. T. Gill. 2. G. Shaw. 3. H. Montgomery. 4. A. H. Shirk. 5. J. Mitchell. 6. A. Mason. 7. A. Comport. *8. C. Durrant. *9. J. Dick. *10. H. H. Eaton.	1. Shaw. 2. Durrant. 3. A. Mason. 4. Montgomery. 5. Comport. 6. Shirk. *7. Eaton.	1. Ware. 2. Durrant. 3. Thomson. 4. Wade. 5. Coate. 6. A. Mason. 7. C. Berry. 8. S. Dunlop. 9. F. Canfield. 10. A. Ball. 11. Shaw. 12. Montgomery. 13. Rhind. 14. Shirk. *15. Eaton. *16. Comport. *17. Mitchell. *18. Dick.	1. Montgomery. 2. Mitchell. 3. Eaton. 4. Lund. 5. A. Mason. *6. Durrant. *7. Comport. *8. Dick. *9. Shirk.	1. Montgomery 2. Ball. 3. Rhind. 4. Berry. 5. Mitchell 6. Durrant. 7. Lund. 8. A. Mason. 9. Shirk. *10. Dick. *11. Comport. *12. Eaton.

Easter Examination Class List—*Continued.*

Classes.	Zoology.	Animal Anatomy.	Animal Physiology.	Short Horn History.	Book-keeping and Mensuration.
I....	1. T. Mason. 2. Palmer. 3. Bremner. 4. Gill.	1. A. Mason. 2. J. Palmer. 3. Shaw. 4. Wells. 5. Lund. 6. T. Mason.	1. Bremner. 2. Palmer. 3. T. Mason. 4. Gill.	1. Ware. 2. Palmer. 3. Bremner. 4. Thomson. 5. T. Mason. 6. Lund. 7. Wells.	1. Palmer. 2. Bremner. 3. Mason, T. 4. Dunlop.
II.....	1. Wells. 2. Wade.	1. Wade. 2. Gill. 3. Durrant. 4. Bremner. 5. Dunlop. 6. Berry.	1. Dunlop. 2. Canfield. 3. Wells. 4. Wade.	1. Dunlop. 2. Gill. 3. Shaw. 4. Rhind. 5. Wade. 6. Ball	1. Canfield. 2. Ware. 3. Thomson. 4. Wells.
III....	1. Ware. 2. Canfield. 3. Ball. } Coate. 5. Montgomery. 6. Rhind. 7. Lund. 8. Dunlop. 9. A. Mason, 10. Shaw. 11. Thomson. 12. Berry. *13. Comport. *14. Dick. *15. Shirk. *16. Eaton. *17. Durrant.	1. Dick. 2. Coate. 3. Ball. 4. Ware. 5. Comport. 6. Thomson. 7. Montgomery. 8. Rhind. 9. Canfield. *10. Shirk. *11. Mitchell. *12. Eaton.	1. Ware. 2. Lund. 3. A. Mason. 4. Ball. 5. Durrant. 6. Shaw. 7. Coate. 8. Thomson. 9. Berry. 10. Montgomery. 11. Rhind. *12. Eaton. *13. Shirk. *14. Dick. *15. Mitchell. *16. Comport.	1. Canfield. 2. Coate. 3. Berry. 4. A. Mason. 5. Montgomery. 6. Shirk. 7. Dick. 8. Durrant. 9. Comport. *10. Mitchell. *11. Eaton.	1. Montgomery. 2. Ball. 3. Coate. 4. Rhind. 5. Dick. 6. Berry. 7. Shirk. 8. Eaton. 9. A. Mason. 10. Gill. 11. Durrant. 12. Lund. 13. Shaw. 14. Wade. *15. Comport. *16. Mitchell.

One was gone; one was ill; and two were excused from examination.

The following were the prizemen in their respective subjects:—

Agriculture	J. Palmer.
Horticulture	W. W. Bremner.
Chemistry	J. Palmer.
Botany	T. Mason.
Zoology	T. Mason.
Animal Anatomy	A. Mason.
Animal Physiology	W. W. Bremner.
Short Horn History	G. G. Ware.
Bookkeeping and Mensuration	J. Palmer.

APPENDIX (E).

FINANCIAL TABLES.

TABLE A.

Showing Appropriation Expenditure of the Ontario School of Agriculture, being for ten months ending 31st October, 1875.

I. Maintenance Account.

	$ cts.	$ cts.	$ cts.
1. *Food.*			
Meat, Fish and Fowl	718 74		
Bread and Biscuit	277 62		
General Groceries	794 50		
		1,790 86	
2. *Household Expenses.*			
Fuel—Coal	495 24		
Light—Oil	55 41		
Laundry, Soap and Cleaning	75 28		
Furniture and Furnishing	62 37		
Repairs	208 37		
		896 67	
3. *Business Department:*			
Advertising, Printing, Postage, Stationery, &c		526 96	
4. *Miscellaneous.*			
Medicines and Medical Comforts	18 74		
Unenumerated	174 55		
		193 29	
Salaries and Wages		2,006 27	
			5,414 05
5. *Horticultural Department:*			
Plants and Seeds	199 40		
		199 40	
Salaries and Wages		516 68	
			716 08

6. *Farm Department :*

Seeds	$625 09		
Repairs	904 71		
Contingencies	283 32		
		1,813 12	
Salaries and Wages		2,905 14	
			4.718 26
Bonus to Pupils	1,022 00		
Salaries of Lecturers (paid)	850 00	1,872 00	
			1,872 00
			$1,2720 39
A. Estimated Expenditure for two months, ending 31st December, 1875			5,400 00
Balance in favour of School			267 61
Total amount voted for 1875			$18,388 00

II. Capital Account.

Library, Books and Apparatus	$167 31		
Implements	525 35		
Artificial Manure	157 87		
Permanent Improvements	1,340 10		
Live Stock	4,748 05		
Mansard Story	3,000 00		
		10,038 68	
Estimated Expenditure for the two months ending 31st December, 1875		1,800 00	
			11,838 68
Balance in favour of School			491 32
Total amount voted for 1875			$12,530 00

TABLE B.

Showing the Estimated Appropriation Expenditure of the Ontario School of Agriculture and Experimental Farm, for the year 1876.

I. Maintenance Account.

	$ cts.	$ cts.	$ cts.
1. *Food:*			
Meat, Fish and Fowl	1,600 00		
Bread and Biscuit	600 00		
General Groceries	1,600 00		
		3,800 00	
2. *Household Expenses:*			
Fuel—Coal	900 00		
Light	200 00		
Laundry, Soap and Cleaning	150 00		
Furniture and Furnishing	200 00		
Repairs	400 00		
Incidentals	200 00		
		2,050 00	
3. *Business:*			
Advertising, Printing, Postage, Stationery, &c		600 00	
4. *School:*			
Fuel, Light and Cleaning	150 00		
Stationery, Printing, &c	50 00		
		200 00	
5. *Miscellaneous:*			
Medicines and Medical Comforts	50 00		
Bonus to Pupils	900 00		
Contingencies	600 00		
		1,550 00	
			8,200 00
A. Salaries and Wages.			
Professor of Agriculture and Farm Manager	2.000 00		
President and Lecturer on Science	1,500 00		
Lecturer on Chemistry and Practical Chemist	1,200 00		
Lecturer on Veterinary Surgery and Practitioner	600 00		
Physician	200 00		

	$ cts.	$ cts.
Field Foreman	600 00	
Live Stock Foreman	600 00	
Gardener	600 00	
Carpenter	600 00	
Housekeeper	300 00	
Cook	120 00	
Laundress	120 00	
Dairymaid	120 00	
Tablemaid	96 00	
Two Housemaids	180 00	
Messenger	120 00	
Engineer	360 00	
Assistant do. for five months	100 00	
	9,416 00	
		$18,616 00

II. Capital Account.

Library and Apparatus	1,000 00	
Live Stock	6,000 00	
Implements	300 00	
Artificial Manure	300 00	
Permanent Improvements	3,000 00	
Experiment s	1,500 00	
Building	13,000 00	
		$25,000 00

TABLE C.

Inventory of Stock, with Prices.

I. Horses.

	$ cts.	$ cts.
14 Working Horses	2,100 00	
2 Brood Mares	400 00	
2 Foals	100 00	
		2,600 00

II. Cattle.

1. *Short Horns*

1 Two Year Old Bull	300 00	
1 Bull Calf	100 00	
3 Cows	2,500 00	
		2,900 00

2. *Grades.*

10 Cows	500 00	
7 Calves	140 00	
		640 00

III. Sheep.

1. *Cotswold.*

34 Breeding Ewes	1,190 00	
7 Ewe Lambs	175 00	
1 Shearling Ram	175 00	
4 Ram Lambs	200 00	
		1,740 00

2. *Leicesters.*

12 Breeding Ewes	240 00	
1 Ram Lamb	40 00	
		280 00

3. *Southdowns.*

8 Breeding Ewes	280 00	
2 Ewe Lambs	50 00	
1 Two Shear Ram	150 00	
		480 00

4. *Grades.*

160 Fattening Sheep	1,120 00	
16 Lambs	64 00	
		1,184 00

5. *Pigs (Berkshire.)*

1 Boar	50 00	
5 Sows	150 00	
		200 00
		$10,024 00

TABLE D.

INVENTORY OF IMPLEMENTS WITH PRICES.

I. Field Department.

No. of each.			
4	Waggons	$390 00	
4	Sleighs	157 00	
2	Carts	80 00	
7	Ploughs	215 00	
4	Pairs of Harrows	88 00	
1	Gang Plow	50 00	
1	Seed Drill	85 00	
1	Broad-cast Sower	85 00	
1	Reaper	135 00	
1	Mower	85 00	
2	Horse Rakes	64 00	
2	Rollers	85 00	
1	Cultivator	45 00	
1	Horse Power	120 00	
1	Separator	360 00	
1	Fanning Mill	32 00	
1	Straw Cutter	50 00	
1	Grain Crusher	50 00	
1	Democrat Waggon	125 00	
1	Folding-seat Buggy	125 00	
1	Pleasure Sleigh	65 00	
1	Folding-seat Cutter	51 00	
4	Hay-racks	50 00	
7	Sets Plough Harness	175 00	
4	Sets Team Harness	200 00	
2	Sets Cart Harness	30 00	
1	Set Buggy Harness (double)	50 00	
1	Set Buggy Harness (single)	30 00	
3	Buffalo Robes	55 00	
5	Pairs Horse Blankets	18 00	
1	Drag Saw	55 00	
1	Pair Platform Scales	51 00	
1	Turnip Drill	18 00	
1	Scuffler	80 00	
200	Bags	26 00	
	Trees	26 00	
	Tools, viz: Draining Spades and Shovels, Rakes, Pitchforks, Manure Forks, Scythes, Chains, Hoes, Axes, &c. &c.	200 00	
			519 00
			$3595 00

II. Live Stock Department.

2	Root Cutters	$80 00	
4	Dozen Cattle Chains	18 00	
2	Barrows	10 00	
4	Manure Forks	4 00	
	Shovels, Rakes, Feed Buckets, Sheep Shears, &c	10 00	
			122 00

III. Horticultural Department.

400	Flower Pots	$28 00	
3	Garden Rakes	3 00	
16	Garden Spades	22 00	
12	Drain Hoes	9 00	
5	Dutch Hoes	3 25	
12	Shovels	18 00	
2	Scythes and Snaths	3 00	
1	Garden Plough	12 00	
1	Cultivator	8 00	
2	Burrows	10 00	
1	Screen	1 00	
2	Trowels	80	
5	Pruning Saws	3 75	
2	Manure Forks	2 00	
3	Potato Forks	4 50	
2	Garden Rule and Lines	3 00	
3	Tree Scrapers	90	
1	Hammer	1 00	
1	Edging Scissors	2 50	
1	Hedge Scissors	3 00	
6	Garden Pans	7 50	
1	Pruning Scissors	3 00	
1	Greenhouse Syringe	5 00	
2	Pruning Knives 3 x 6	2 00	
40	Hotbed Lights	80 00	
2	Picks	2 50	
1	Hellebore Duster	1 25	
1	Edging Knife	1 50	
1	Bill Hook	1 25	
5	Garden Dibbles	5 00	
			164 45
			$248 20

III. Mechanical Department.

		$ cts.
6	Jack Planes	6 00
5	Joiners do	7 50
6	Smooth do	5 40
2	Rabbits do	1 50
3	Boxing Braces and Bits	18 50
6	Hammers	6 00
1	Boxing Machine and Extra Bit	7 00
1	Paint Mill	6 00

1 Cross-cut Saw	$3 00		
3 Rip Saws	7 50		
4 Cross-cut Saws	8 00		
1 Set Chisels	5 00		
1 Blacksmith's Vice	7 00		
1 Adze	1 50		
3 Draw Knives	3 75		
2 Hand Axes	4 00		
2 Steel Squares	3 00		
3 Tool Brackets	3 75		
6 Bench Levers	7 50		
6 Chisels	2 00		
5 Try Squares	2 00		
1 Compass Saw	85		
1 Glue Pot	1 00		
7 Paint Brushes	3 00		
1 Grindstone	3 00		
Oil Cans, Gimlet Bits, Stone Hammer, Oil Truss, &c., &c.	20 00		
		143	75
Field Department		3,595	00
Live Stock Department		122	00
Horticultural Department		248	20
Total		$4,108	95

TABLE E.—Abstract of Farm Income and Expenditure, from 1st November, 1874, to 31st October, 1875.

INCOME.	$ cts.	$ cts.
1. Farm Produce.		
508 bushels Barley ....@ $1 00 per bushel	508 00	
$61\frac{2}{4}\frac{9}{8}$ do do ....@ 0 99 do	61 00	
$575\frac{9}{6}\frac{4}{0}$ do do ....@ 0 90 do	518 30	
380 do Peas ....@ 0 73 do	277 40	
985 do Oats ....@ 0 40 do	394 00	
102 do Spring Wheat @ 1 00 do	102 00	
4,120 do Turnips ....@ 0 07 do	288 40	
210 do Potatoes ....@ 0 40 do	84 00	
65 tons Hay ....@ 14 00 per ton	910 00	
Straw (estimated value)	200 00	
		3,343 10
2. Stock.		
Cattle sold at Christmas	714 00	
Sheep sold in January	768 00	
Pigs sold in February	72 00	
Cattle sold at Easter	1,511 40	
Cattle sold in June	539 65	
Pigs sold in October	87 00	
		3,692 05
3. Increase of Stock.		
Estimated value	704 00	
		704 00
4. Miscellaneous.		
480 loads of Manure @ $1 25 per load	600 00	
Butter and Milk supplied to College	150 00	
Service of Stock	8 00	
		758 00
		8,497 15

EXPENDITURE.	$ cts	$ cts.
1. Farm Produce consumed.		
985 bushels Oats, @ $0 40 per bushel	394 00	
45 tons Hay, @ $14 00 per ton	630 00	
Straw	60 00	
260 bushels Peas, @ $0 73 per bushel	189 80	
4,120 do Turnips, @ $0 07 per bushel	288 40	
Straw	140 00	
20 tons Hay, @ $14 00 per ton	280 00	
		1,982 20
2. Feed and Fodder purchased.		
For Cattle, Sheep and Pigs	982 72	
For Horses	784 65	
		1,767 37
3. Cattle purchased.		
3 Cows, Durham	1,325 00	
29 Cotswold Ewes	1,125 23	
2 Rams	210 00	
		2,660 23
4. Placed on Farm or supplied to College.		
Labour of two Ploughmen for two months	255 55	
Estimated value of increase of Stock	704 00	
480 loads of Manure, @ $1 25 per load	600 00	
210 bushels Potatoes, @ 0 40 per bushel	84 00	
28 do Wheat, @ 1 00 do	28 00	
Butter and Milk supplied to College	150 00	
		1,821 55
5. Balance on hand.		
74 bushels Spring Wheat, @ $1 00	74 00	
120 do Peas, @ $0 73	87 60	
Cash deposit in Bank	104 20	
		265 80
		8,497 15

ONTARIO SCHOOL OF AGRICUTURE, IN ACCOUNT WITH THE GARDEN.

(*From Nov. 1st, 1874, to October 31st, 1875.*)

DR.	$ cts.	
Apples—107 bushels, at 60c	64 00	
Cabbage—1600 heads, at 5c	80 00	
Beets—12 bushels, at 50c	6 00	
Carrots—30 bushels, at 25c	7 50	
Parsnips—10 bushels, at 50c	5 00	
Radishes—4 bushels at 50c	2 00	
Turnips—4 bushels, at 20c	80	
	——	165 50

Apples—21 bushels, at 50c	10 50	
—— (Crab)—3½ bushels at $1	3 50	
Asparagus—132 bunches, at 4c	5 28	
Beans—5 bushels, at 80c	4 00	
Beets—6 bushels, at 50c	3 00	
Cabbage—92 heads, at 6c	5 52	
Cauliflower—101 heads, at 10c	10 10	
Carrots—36 bunches, at 5c	1 80	
" —3 bushels, at 40c	1 20	
Corn—4 dozen, at 10c	0 40	
Cucumbers—450	2 25	
Currants—1 peck	1 00	
Celery—18 heads, at 10c	1 80	
Lettuce—76 bunches, at 5c	3 80	
Marrow (Vegetable)—11, at 10c	1 10	
Onions—62 bunches, at 5c	3 10	
Parsnips—7 bushels, at 50c	3 50	
Parsley—18 bunches, at 5c	0 90	
Peas—17 bushels, at 50c	8 50	
Plums—2 bushels, at $2	4 00	
Potatoes—43 bushels, at 50c	21 50	
Radishes—14 bunches, at 5c	0 70	
Rhubarb—110 bunches, at 5c	5 50	
Spinach—3 bunches, at 50c	1 50	
Squash—17, at 10c	1 70	
Tomatoes, 4½ bushels, at $1	4 50	
Turnips—2 bushels, at 25c	0 50	
" 10 bunches, at 5c	0 50	
	——	111 67
For fall of 1874, per list above		165 00
		$277 17

Garden.

CR.

By Fruits and Garden Vegetables $277 17

TABLE F.—Estimated Farm Income and Expenditure from 1st November, 1875, to 31st October, 1876.

INCOME.	$ cts.	$ cts.
1. Farm Produce.		
2,200 bushels Barley, @ $0 60 per bushel	1,320 00	
300 do Wheat, @ 1 00 per do	300 00	
1,200 do Peas, @ 0 60 per do	720 00	
1,170 do Oats, @ 0 40 per do	468 00	
200 do Carrots, @ 0 20 per do	40 00	
400 do Mangolds, @ 0 15 per do	60 00	
1,200 do Turnips, @ 0 07 per do	840 00	
150 do Potatoes, @ 0 40 per do	60 00	
35 tons Hay, @ 16 00 per ton	560 00	
		4,368 00
2. Cattle.		
Sheep—Lot No. 1—Christmas 1875	575 00	
Sheep—Lot No. 2—Easter 1875	800 00	
Sheep—Lot No. 3—Lambs 1876	400 00	
Pair of Horses—Spring 1876	300 00	
Wool—Spring 1876	400 00	
Cattle—Easter 1876	240 00	
		2,715 00
3. Increase of Stock.		
Estimated value	1,200 00	
		1,200 00
4. Miscellaneous.		
Manure	500 00	
Milk and Butter to Institution	300 00	
Balance from 1875	265 80	
		1,065 80
		9,348 80

EXPENDITURE.	$ cts.	$ cts.
1. Farm Produce to be Consumed.		
1,200 bushels Peas, @ $0 60 per bushel	720 00	
1,170 do Oats, @ 0 40 per do	468 00	
200 do Carrots, @ 0 20 per do	40 00	
400 do Mangold, @ 0 15 per do	60 00	
12,000 do Turnips, @ 0 07 per do	840 00	
150 do Potatoes, @ 0 40 per do	60 00	
40 do Wheat, @ 1 00 per do	40 00	
35 tons Hay. @ 16 00 per ton	560 00	
		2,788 00
2. Cattle to be Purchased.		
15 Fattening Steers	600 00	
15 Fattening Pigs	150 00	
40 Fattening Sheep	180 00	
		930 00
3. Feed and Fodder to be Purchased		
40 tons Hay	700 00	
900 bushels Oats	400 00	
		1,100 00
4 Labour.		
3 Men for one year	750 00	
3 Labourers for 7 months	630 00	
		1,380 00
5. Placed on Farm or supplied to House.		
Increase of Stock	1,200 00	
Manure	500 00	
Milk and Butter	300 00	
Repairs and Seeds	1,150 80	
		3,150 80
		9,348 80

These Tables are certified to be correct.

WM. JOHNSTON, *Bursar and Acting Principal.*

VII. Report of the Physician.

Guelph, Nov. 17th, 1875.

The Honourable the Provincial Secretary :

Sir,—I have the honour as Physician to the Ontario School of Agriculture, to transmit to you, this my first Report.

The sanatory condition of the Institution is good, with the exception of six rooms in the Mansard story, not yet occupied ; I would suggest that a moveable fan light be placed over each door, and thus make the ventilation what it ought to be.

The food is good and well prepared. On the whole the health of the pupils has been good.

E. W. McGuire,
Physician O.S.A.

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House a Return of all papers and correspondence which may have passed between the Provincial Government or any of its Members or Departments on the subject of the Northerly and Westerly boundaries of this Province, and which are not already in the possession of the House.

By Command,

S. C. WOOD,

Secretary.

PROVINCIAL SECRETARY'S OFFICE,

TORONTO, December 6th, 1875.

SCHEDULE OF CORRESPONDENCE REGARDING THE BOUNDARY LINE BETWEEN THE PROVINCE OF ONTARIO AND THE NORTH-WEST TERRITORIES.

1873.

January 31.—Letter from H. E. Lieutenant-Governor transmitting Resolution to the Secretary of State for the Provinces.

February 3.—Letter from the Secretary of State for the Provinces to H. E. Lieutenant-Governor.

March 14.—Letter from H. E. Lieutenant-Governor to the Secretary of State for the Provinces.

" 18.—Secretary of State for the Provinces to H. E. the Lieutenant Governor.

December 5.—Letter from H. E. Lieutenant-Governor to the Secretary of State of Canada.

" 20.—Letter from Under-Secretary of State of Canada to H. E. Lieutenant-Governor.

" 26.—Letter from the Secretary of State of Canada to H. E. the Lieutenant-Governor.

1874.

February 12.—Letter from Under Secretary of State of Canada to H. E. the Lieutenant-Governor, enclosing

January 21.—Letter from Secretary of State for the Colonies to H. E. the Governor-General.

February 20.—Letter from Under Secretary of State of Canada to H. E. Lieutenant-Governor, enclosing

January 29.—Letter from the Secretary of State for the Colonies to H. E. Governor-General.

March 3.—Letter from David Mills, M.P., to the Hon. O. Mowat.

May 18.—Letter from H. E. Lieutenant-Governor to the Secretary of State of Canada

1874.

June 5.—Letter from Under-Secretary of State of Canada to H. E. Lieutenant Governor, enclosing
" 3.—Report of the Privy Council.
" 2.—Report from Minister of the Interior as to provisional settlement of boundaries.
July 10.—Letter from H. E. Lieutenant-Governor to the Secretary of State of Canada, enclosing
July 9.—Order in Council.
" 22.—Letter from Under-Secretary of State of Canada to H. E. the Lieutenant-Governor.
" 8.—Order in Council.
June 26.—Basis for provisional settlement of boundaries.
August 6.—Letter from the Under-Secretary of State of Canada to H. E. Lieutenant-Governor, enclosing
July 10.—Letter from the Secretary of State for the Colonies to H. E. the Governor-General.
June 30.—Communication from Mr. Sainsbury as to records affecting the boundary question.
November 21.—Letter from Under Secretary of State of Canada to H. E. the Lieutenant-Governor, enclosing
November 12.—Order in Council.
" 25.—Order in Council.
" 10.—Report of the Hon. the Treasurer of Ontario.
December 3.—Letter from I. R. Eckart, Assistant-Secretary, to the Honourable William Buell Richards.

GOVERNMENT HOUSE,
Toronto, 31st January, 1873.

SIR,—I have the honour to transmit herewith a copy of a Resolution of the Legislative Assembly of this Province, asking for certain information relative to the North-West Boundaries, and to request you to be good enough to furnish the same at your earliest convenience.

I have the honour to be, Sir,
Your obedient servant,
(Signed) W. P. HOWLAND.

The Honorable the Secretary of State,
(Provinces,) Ottawa.

OTTAWA, 3rd February, 1873.

SIR,—I have the honour to acknowledge the receipt of your despatch of the 31st ultimo, covering a copy of a resolution of the Legislative Assembly of the Province of Ontario, asking for certain information relative to the North-West Boundaries of Ontario.

Your despatch will be submitted for the early consideration of the Governor-General in Council.

I have the honour to be, Sir,
Your obedient servant,
(Signed) JOSEPH HOWE,
Secretary of State for the Provinces.

The Honorable W. P. Howland, C.B.,
Lieut.-Governor, Toronto, Ont.

GOVERNMENT HOUSE,
Toronto, 14th March, 1873.

SIR,—I have the honour to invite your attention to my despatch of 31st January last, transmitting a copy of a resolution of the Legislative Assembly of this Province, asking for certain information relative to the North-West Boundaries of Ontario. I have to request you to be good enough to furnish the same at your earliest convenience, with a view to its presentation to the Legislative Assembly this Session.

I have, &c.,
W. P. HOWLAND.

The Hon. the Secretary of State,
(Provinces), Ottawa.

OTTAWA, 18th March, 1873.

SIR,—Referring to your despatches of the 31st January last, and the 14th inst., requesting certain information relative to the North-West Boundaries of Ontario,

I have to acquaint you that I am informed that the Memorandum of the Commissioner of Crown Lands for the late Province of Canada, made in March, 1857, and referred to in the Resolution of the Legislative Assembly of Ontario, enclosed in your despatch first above mentioned, is not in possession of the Government, but will, with the Report of Mr. Justice Draper, referred to in the same Resolution, be found in the Appendix to the Journals of the Legislative Assembly of the late Province of Canada (Vol. 15, No. 4, 1857).

I have the honour to be, Sir,
Your obedient servant,
(Signed) JOSEPH HOWE,
Secretary of State for the Provinces.

His Honor the Lieut.-Governor
of Ontario, Toronto.

GOVERNMENT HOUSE,
Toronto, 5th Dec., 1873.

SIR,—Adverting to the correspondence that has taken place respecting the settlement of the question of the Northern and Western Boundaries of the Province of Ontario, I have the honour to desire you to be good enough to obtain through the Colonial Office, for the use of my Government, tracings of the Maps used by the English and French Plenipotentiaries in 1713 and 1763, and of those sent at different times by the Hudson's Bay Company to the Lords of Trade and Plantations; copies of all correspondence between the Governments of England and France upon the subject; and also copy of the instructions given to the English Commissioners appointed under both the Treaty of Ryswick and the Treaty of Utrecht, together with any reports which they may have made.

I have, &c.,
W. P. HOWLAND.

DEPARTMENT OF THE SECRETARY OF STATE,
Ottawa, 20th December, 1873.

SIR,—With reference to your despatch No. 240, of the 5th inst., requesting, with reference to previous correspondence on the subject of the settlement of the Northern and Western Boundaries of the Province of Ontario, that application be made through the Colonial Office for copies of certain Maps and other Documents connected with such boundaries, I

have the honour to inform you that His Excellency the Governor-General in Council has been pleased to direct that steps be taken to procure copies of the Maps and Documents in question.

I have the honour to be, Sir,
Your obedient servant,
(Signed) EDOUARD J. LANGEVIN,
Under Secretary of State.

To His Honour the Lieutenant-Governor of Ontario,
Toronto, Ontario.

DEPARTMENT OF THE SECRETARY OF STATE,
Ottawa, 26th Dec., 1873.

SIR,—I have the honour to invite your attention to the letter addressed to your predecessor, on the 12th November, 1872, covering a copy of a Report of His Excellency the Governor-General in Council, on the subject of the Northern and Western Boundaries of the Province of Ontario.

May I request that you will have the goodness to bring the matter under the early notice of your government with a view to their coming to a decision in the proposition, contained in the Order in Council in question, to submit the question of the boundary to the decision of the Judicial Commission of the Privy Council.

I have the honour to be, Sir,
Your obedient servant,
(Signed) D. CHRISTIE,
Secretary of State.

To His Honour the Lieutenant-Governor
of Ontario, Toronto.

DEPARTMENT OF THE SECRETARY OF STATE,
Ottawa, Feb. 12th, 1874.

SIR,—I have the honour to transmit to you for the consideration of your Government, a copy of a despatch from the Right Hon. the Secretary of State in the Colonies on the subject of the application contained in your despatch, No. 240, of the 5th December last, for copies of certain documents connected with the question of the Northern and Western Boundaries of the Province of Ontario.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) EDOUARD J. LANGEVIN,
Under Secretary of State.

To His Honor the Lieutenant-Governor of Ontario,
Toronto.

The Secretary of State for the Colonies to the Governor-General.

DOWNING STREET, January 21st, 1874

I have received your despatch, No. 300, of the 24th ult., forwarding a copy of a report of a Committee of the Privy Council, applying for copies of certain documents for the use of the Government of Ontario. I shall have much pleasure in endeavouring, as far as possible, to comply with the request of the Council, but it will be desirable that I should be fur-

nished with more specific details as to what documents are required, as I am informed that without such particulars a very extensive search would be necessary—as much as six months—to copy out the request of the Government of Ontario.

I have, &c.,

(Signed) KIMBERLEY.

Governor-General the Rt. Honorable
the Earl of Dufferin, K.P., K.C.B.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 20th Feb., 1874.

SIR,—With reference to my letter of the 12th inst., I have the honour to transmit to you, for the information of your Government, a copy of a further despatch from the Right Hon. the Secretary of State for the Colonies, in reference to your application for certain documents connected with the question of the Northern and Western Boundaries of the Province of Ontario.

I have the honour to be, Sir,
Your obedient servant,

EDWARD J. LANGEVIN,
Under Secretary of State.

To His Hon. the Lieut.-Governor of Ontario,
Toronto.

The Secretary of State for the Colonies to the Governor-General.

DOWNING STREET,
29th January, 1874.

My Lord,—With reference to my Despatch, No. 373, of the 21st inst., I have to acquaint your Lordship that I have caused inquiries to be made at the Public Record Office, with the view of ascertaining the best means of obtaining the tracings of maps, and copies of correspondence required for the use of the Government of Ontario.

From a preliminary examination which has been made in that Department, it appears that between 1713 and 1763, there are 165 volumes of correspondence with France alone, three volumes relating to the Treaty of Ryswick, and thirty-seven volumes of instructions with reference to the Treaty of Utrecht.

Of maps, there appear to be, on a casual examination only, about fifty relating to Canada, besides various volumes of charts.

The authorities at the Record Office are desirous of giving every assistance in their power, in obtaining the requisite information, but they are unable to undertake such an extensive search, as the examination of all the documents to which I have referred would entail, and they could not take upon themselves the responsibility of deciding what maps and correspondence should be copied.

In these circumstances they suggest that some gentleman should be appointed by the Canadian Government, to make the necessary search, and to decide what documents it may be desirable to copy; but in order that your Government may not be put to any unnecessary expense on account of copies of documents or maps which may be already in the Archives of Canada, I would suggest that any one appointed by your Government for that purpose, should be instructed to submit to your Lordship, in the first instance, a list of what he may deem necessary to be copied.

Should your Government decide to adopt the course proposed, it will be necessary for

your Lordship to communicate to me the name of the gentleman appointed, so that the necessary permission may be given to the Record Office for granting him access to the Records of this department.

I have, &c.,
(Signed) KIMBERLEY.

Governor-General the Right Honorable
The Earl of Dufferin, K.P., C.B.,
&c., &c., &c.

CLEARVILLE, 3rd March, 1874.

MY DEAR SIR,—I received, a few days ago, a letter from Mr. Kinlock, enclosing a copy of a despatch from Lord Kimberly, in reference to your application for maps, memorials, and despatches, tending to establish the claims put forward by your Government in reference to the Western and Northern Boundaries of the Province. I will, as requested by you, state more definitely than I did in the closing paragraph of my Report, the maps and papers which I think will be valuable in the settlement of the disputed boundaries.

1. Map used by the English and French plenipotentiaries in 1713, and referred to in a memorial addressed by the Marquis de Forcy to Mr. Prior, 7th January, 1713, U. S., and by Mr. Prior to Lord Bolingbrooke, on the following day (see my Report, pp. 121, 122,319, 320, 321, 322).

2. Map referred to by Mr. Pitt in his despatch to M. Bussy, of the 17th August, 1761 (see Report, pp. 70, 222, 223).

3. Map used by Duc de Choiseul and the Duke of Bedford, and the formal cession of Canada, February, 1763.

4. Map referred to by M. de Mofras in the extract from his book entitled "Exploration de l' Oregon et des Californies" here given in a map engraved in 1757, and attached to the memorial of the Commissioners of the Kings of France and of England in America. It may be observed that New France extended as far as the Pacific Ocean. This must have been the memorial of the Commissioners for settling the boundaries under the Treaty of Paris of 1763, or 1783 (see Report, pp. 71, 230, 231).

5. Map from the Hudson's Bay Company to the Lords of Trade and Plantations, February 8th, 1712 (see Report, 116, 117, and pages 308, 309).

6. Map from the Hudson's Bay Company to the Lords of Trade and Plantations, 4th Aust, 1714 (see Report, pp. 120 and 315, 216).

7. Map from the Hudson's Bay Company to the Lords of Trade and Plantations, setting forth the limits of their Territories, July and October, 1750 (see Report, p. 123).

8. Copy of the instructions to the English Commissioners appointed in 1719, under the Treaty of Utrecht, to settle the boundary between Canada and the Hudson's Bay Company's territories, and any Report they may have made (see Report, pp. 121 and 318).

9. Copy of the Memorial of the French Ambassador, March, 1698–9, in reference to the Northern limits of Canada, and the English Memorial to which it is a reply (see p. 125).

What other papers there may be that would be valuable, it would be impossible to say without an actual examination of the papers referred to by Lord Kimberley. My impression is that those that I have here enumerated will be found sufficient; especially will the map referred to by the Marquis de Forcy be found to give to Canada a large section of territory, which, at a later period, was claimed by the Hudson's Bay Company. I am led to this conclusion by Mr. Prior's letters, and by a comparison of the Hudson Bay Company's Memorial of 1712 and 1714 (see pp. 308–9 and 315–16).

I am, yours very truly,
DAVID MILLS.

Hon. O. Mowat, Attorney-General,
Ontario.

GOVERNMENT HOUSE,
Toronto, 18th May, 1874.

SIR,—I have the honour, in reply to your communication of 20th February, 1874, to state that as far as the data in the possession of this Government throw any light upon the ques-

tion of the Northern and Western boundaries of this Province, copies of the following maps and papers will be sufficient to establish the point which it seeks to prove, viz. :—

1. Map used by the English and French Plenipotentiaries in 1713, and referred to in a memorial addressed by the Marquis De Forcy to Mr. Prior, 7th January, 1713, U.S., and by Mr. Prior to Lord Bolingbroke on the following day.

2. Map referred to by Mr. Pitt in his despatch to Mr. Bussy of the 17th August, 1761.

3. Maps used by Duc de Choiseul and the Duke of Bedford, at the signing of the Treaty of Paris, and the formal cession of Canada, February, 1763.

4. Map referred to by M. de Mofras in the extract from his book entitled "Explorations de l'Oregon et des Californies" here given. In a map engraved in 1757, and attached to the memorial of the Commissioners of the Kings of France and of England, in America, it may be observed that New France extended as far as the Pacific Ocean. This must have been the memorial of the Commissioners for settling the boundaries under the Treaty of Paris of 1763 or 1783.

5. Map from the Hudson's Bay Company to the Lords of Trade and Plantations, February 8th, 1712.

6. Map from the Hudson's Bay Company to the Lords of Trade and Plantations, 4th August, 1714.

7. Map from the Hudson's Bay Company to the Lords of Trade and Plantations, setting forth the limits of their territories, July and October, 1750.

8. Copy of the Instructions to the English Commissioners appointed in 1719 under the Treaty of Utrecht, to settle the boundaries between Canada and the Hudson's Bay Company's territories, and any Report they may have made.

9. Copy of the Memorial of the French Ambassador, March, 1698-9, in reference to the northern limits of Canada, and the English Memorial to which it is a reply. Should it be found that further information will be desirable, this Government will be happy to avail itself of the kind suggestion of the Right Honourable the Secretary of State for the Colonies.

I have, &c.,
JOHN CRAWFORD.

The Hon. The Secretary of State
of Canada, Ottawa.

DEPARTMENT OF THE SECRETARY OF STATE,
Ottawa, 5th June, 1874.

SIR,—I have the honour to transmit to you herewith a copy of an Order in Council of the 3rd inst., suggesting that your Government be moved to appoint a Commissioner to meet the Hon. the Minister of the Interior, and arrange some joint sytem for the sale of lands, and adjusting disputed rights in the territory claimed by both Governments, by the adoption of a conventional boundary on the West and North, and for the other purposes mentioned in the said Order in Council.

I have the honour to be, Sir,
Your obedient servant,
(Signed) EDOUARD J. LANGEVIN,
Under-secretary of State.

His Honor The Lieutenant-Governor
of Ontario, Toronto.

Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor-General in Council, on the 3rd June, 1874.

The Committee of the Privy Council have had under consideration the memorandum, dated 2nd June, and hereunto annexed, from the Hon. the Minister of the Interior, representing that as some considerable time must elapse before the Northern and Western boundaries of Ontario can be finally adjusted, it is desirable in the meantime to agree upon

conventional boundaries, and suggesting that the Ontario Government be moved to appoint a Commissioner to meet him, the Minister of the Interior, and arrange some joint system for the sale of lands, and adjusting disputed rights in the territory claimed by both Governments by the adoption of a conventional boundary on the West and North, and that, after the final adjustment of the true boundaries, titles to lands should be confirmed by the Government, whether of Ontario or the Dominion, whichever should be the party to legalize the same.

The Committee concur in the recommendation submitted in the said memorandum, and submit the same for your Excellency's approval.

(Signed) W. A. Himsworth,
Clerk Privy Council.

Department of the Interior,
June 2nd, 1874.

The undersigned has to report that on the 16th May, 1872, a Report of the Honourable the Privy Council was approved, embodying a memorandum, from the Honourable the Minister of Justice, having reference to the boundaries of the northern and western part of Ontario, wherein the Minister of Justice calls attention to the fact that the mineral wealth of the North-West country is likely to attract a large immigration into those parts, with a view to its development as well as to prevent the confusion and strife that is certain to arise and continue among the miners and other settlers so long as the uncertainty as to boundary exists. The undersigned begs leave to recommend that the Government of Ontario be urged to arrange with that of the Dominion for some joint course of action as to the granting of land.

That as the Indian title of a considerable part of the territory in dispute had not then been extinguished, it was thought desirable to postpone the negotiations for a conventional arrangement, under which the territory might be opened for sale or settlement, until a Treaty was concluded with the Indians.

That barrier being now removed, the undersigned has the honour to recommend that as some considerable time must yet elapse before the boundaries of Ontario can be finally adjusted, it is desirable in the meantime to agree upon conventional boundaries, otherwise the development of that important portion of Canada lying between Lake Superior and Lake of the Woods will be seriously retarded, as applications to take up lands in that section are being constantly made, and the inability to obtain recognition of claims from either the Government of Ottawa or Toronto is impeding the settlement of the country.

The undersigned would therefore suggest that the Ontario Government be invited to arrange with the Dominion Government for some joint course of action as to the granting of land and adjusting disputed rights in the territory claimed by both Governments, and that the Ontario Government be moved to appoint a Commissioner to meet the undersigned and arrange some joint system for the sale of lands, by the adoption of a conventional boundary on the West and North, and that after the final adjustment of the true boundaries, titles to the land should be confirmed by the Government, whether of Ontario or the Dominion, whichever should be the proper party to legalize the same.

(Signed) David Laird,
Minister of the Interior.

Government House,
Toronto, 10th July, 1874.

Sir,—I have the honour to transmit herewith a copy of an Order in Council approving of a joint memorandum, signed by the Honourable David Laird, Minister of the Interior of the Dominion of Canada, and the Honourable the Commissioner of Crown Lands of this Pro-

vince (a copy of which is also enclosed) fixing a temporary boundary of the Province of Ontario on the West and North, and adopting a system for the sale of lands and for adjusting disputed rights in the territory claimed by both Governments.

I have, &c.,
JOHN CRAWFORD.

The Honourable the Secretary of State,
Canada, Ottawa.

Copy of an Order in Council, approved by His Excellency the Lieutenant-Governor, the ninth day of July, 1874.

The Committee of Council have had under consideration the Report of the Honourable the Commissioner of Crown Lands, dated 2nd July, 1874, submitting for ratification and approval by your Excellency a joint memorandum signed by the Hon. David Laird, Minister of the Interior of the Dominion of Canada, and the Honourable the Commissioner of Crown Lands, whereof a copy is hereto annexed, fixing a temporary conventional boundary of the Province of Ontario on the West and North, and adopting a system for the sale of lands and for adjusting disputed rights in the territory claimed by both Governments.

The Committee advise that the arrangements proposed in the said memorandum be adopted and ratified by your Excellency.

Certified. (Signed) J. G. SCOTT,
Clerk Executive Council, Ontario.

9th July, 1874.

DEPARTMENT OF THE SECRETARY OF STATE,
Ottawa, 22nd July, 1874.

SIR,—I have the honour to transmit to you, for the information of your Government, a copy of an order of His Excellency the Governor-General in Council, approving of a memorandum of agreement adopted by the Hon. the Minister of the Interior and the Hon. the Commissioner of Crown Lands of the Province of Ontario, relative to a provisional arrangement respecting the Western and Northern Boundaries of that Province.

I have the honour to be,
Sir,
Your obedient servant,
EDOUARD J. LANGEVIN,
Under-Secretary of State.

To His Honor the Lieutenant-Governor of Ontario,
Toronto, Ont.

Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor-General in Council on the 8th day of July, 1874.

The Committee have had under consideration a memorandum, dated 29th June, 1874, from the Honorable the Minister of the Interior, stating that, in pursuance of the suggestion contained in the Minute in Council of the 3rd June inst. relative to a provisional arrangement respecting the Western and Northern Boundaries of the Province of Ontario and the questions therewith connected, the Ontario Government appointed the Hon. T. B. Pardee, Commissioner of Crown Lands in that Province, to meet him, the Minister of the Interior, at his office, with a view to their arriving at some understanding of a provisional nature on the subjects referred, and that on the 26th June ult. the memorandum hereto annexed was agreed upon, and he submits the same for the consideration of Your Excellency in Council.

The Committee are of opinion that the provisional arrangement proposed in the said memorandum is unobjectionable, and advise that the same be sanctioned by Your Excellency in Council.

Certified—
(Signed) W. A. Himsworth,
C. P. C.

To the Honorable the Secretary of State.

The Government of the Dominion of Canada having, by an Order in Council, dated the 3rd day of June, 1874, suggested that the Ontario Government should be moved to appoint a Commissioner to meet the Minister of the Interior, and "arrange some joint system for the sale of lands, and adjusting disputed rights in the Territory claimed by both Governments, by the adoption of a conventional boundary on the West and North, and that after the final adjustment of the true boundaries titles to lands should be confirmed by the Government, whether of Ontario or the Dominion, whichever should be the proper party to legalize the same;"

And the Ontario Government having acted on the suggestion of the Privy Council, by appointing the Commissioner of Crown Lands of that Province to meet the Minister of the Interior, and discuss the proposed arrangements, and the said parties having met this day, have agreed to the following propositions as the basis of a memorandum to be submitted to their respective Governments:—

1. That the conventional boundary of the Province of Ontario, for the purposes set forth in the said Order in Council of the 3rd June instant, shall be in the West the meridian line passing through the most easterly points of Hunter's Island, run south until it meets the boundary line between the United States and Canada, and north until it intersects the fifty-first parallel of latitude, and the said fifty-first parallel of latitude shall be the conventional boundary of the Province of Ontario and the north.

2. That all patents for lands in the disputed Territory, to the east and south of the said conventional boundaries, until the true boundaries can be adjusted, shall be issued by the Government of Ontario; and all patents of lands on the west or north of these conventional boundaries shall be issued by the Dominion Government.

3. That when the true west and north boundaries of Ontario shall have been definitely adjusted, each of the respective Governments shall confirm and ratify such patents as may have been issued by the other for lands then ascertained not to be within the Territory of the Government which granted them, and each of the respective Governments shall also account for the proceeds of such lands as the true boundaries, when determined, may show to belong of right to the other.

4. That the Government of the Dominion shall transfer to the Government of the Province of Ontario all applications for lands lying to the east and south of the conventional boundaries, and also all deposits paid on the same; and the Ontario Government shall transfer to the Dominion Government all applications for lands lying to the west or north of the said boundaries, and likewise all deposits paid thereon; and such of the said applications as are *bona fide* and in proper form, shall be dealt with finally, according to the priority of the original filing, and where applications for the same lands have been filed in the Departments of both Governments, the priority shall be reckoned as if all had been filed in one and the same office.

Signed in duplicate this 26th day of June, 1874.

(Signed) David Laird,
Minister of the Interior.
(Signed) T. B. Pardee,
Commissioner Crown Lands.

Department of the Secretary of State,
Ottawa, 6th August, 1874.

Sir,—With reference to your despatch of the 18th May last, on the subject of maps and papers necessary to establish the Northern and Western Boundaries of the Province of On-

tario, I have the honour to transmit to you, for the information of your Government, a copy of a despatch from the Right Honorable the Secretary of State for the Colonies, together with a copy of the letter from the Public Record Office therein referred to, specifying the documents connected with the boundary line question, which are to be found among the records of that office.

May I request that you will, in accordance with the request contained in the last paragraph of Lord Carnarvon's despatch, cause this Department to be furnished with a list of the maps or documents (if any) enumerated in the letter from the Record Office, which your Government may desire to be supplied with?

I have the honour to be, Sir,

Your obedient servant,

EDOUARD J. LANGEVIN,
Under-Sec. of State.

To His Honor the Lieutenant-Governor of Ontario,
Toronto, Ont.

The Secretary of State for the Colonies to the Earl of Dufferin.

DOWNING STREET, 10th July, 1874.

MY LORD,—With reference to your Lordship's despatch, No. 146 of the 27th May, transmitting a copy of a despatch from Lieutenant-Governor Crawford, relative to the maps and other documents connected with the Northern and Western Boundaries of the Province of Ontario, I transmit to you herewith a Report which has been received from the Record Office.

2. From the Report you will perceive that the maps asked for in paragraphs one to seven of the Lieutenant-Governor's despatch cannot be found in the Record Office, although there are two copies of another map, which might convey the information.

The other documents are not exactly identical with those of which copies seem to be wanted by the Lieutenant-Governor.

3. In the circumstances, I have to request that you will communicate this Report to the Lieutenant-Governor, in order that he may decide which, if any, of the maps or documents mentioned he would wish to have copied before any further proceedings are taken.

I have, &c.,

(Signed) CARNARVON.

Mr. Sainsbury to Sir T. Duffus Hardy, D.C.L.:

PUBLIC RECORD OFFICE,
30th June, 1874.

DEAR SIR THOMAS.—With reference to the Hon. Robert Meade's letter to you of the 15th inst., enclosing one from the Lieutenant-Governor of Ontario of 18th March last, specifying certain maps and documents connected with the Northern and Western Boundaries of the Province, which are required for the use of his Government, and requesting the Master of the Rolls to have the documents applied for, furnished through the Colonial office to the Lieutenant-Governor of Ontario, I have the honour to report that I have made a careful search through the collection of maps preserved in this office, consisting of thirty-four volumes of maps, and ten cases containing upwards of four hundred MS. and printed maps, but that I do not find either of the maps specified in paragraphs one to seven of Lieutenant-Governor Crawford's said letter of the 18th March last. There is in this office "an accurate Map of North America, describing and distinguishing the British, Spanish and French Dominions on this Great Continent, according to the definitive Treaty concluded at Paris 10th February, 1763 (maps, case 36, No. 20), with several of the articles of said Treaty also printed thereon." This map is in size about 4 feet by 3½ feet, but cannot be the "map used by the Duc de Choiseul and the Duke of Bedford at the signing of the Treaty of Paris and the formal cession of Canada February, 1763, referred to by Lieut.-Governor Crawford in paragraph 3 of his said letter. There is, however, another copy of this map in the Public Record Office

appended to a most elaborate Report of the Lords of Trade and Plantations, to the King, of 8th June, 1763 (America and to India, Volume 268), in reference to the "Articles of the late definitive Treaty of Peace, which relate to the cessions made by France and Spain," and "particularly as to Canada and Newfoundland" the "encroachments made by the French in this Article, contrary to the stipulations in the Treaty of Utrecht." Pencil lines have been made on this map (endorsed, "This belongs to Mr. Secretary Townshend's Office") proposing the future bounds of the new colony of Canada, "With reference to paragraph eight of Lieutenant-Governor Crawford's letter, requesting a "Copy of the instructions to the English Commissioners, appointed in 1719, under the Treaty of Utrecht, to settle the boundary between Canada and the Hudson's Bay Company's Territories, and any report they may have made," I have the honour to report that I find the following documents, viz.: 1719, July 3rd, Mr. Bladon to Mr. Delafaye, Report on the Articles of the Treaty of Utrecht that occur to me as not hitherto decided, enclosing the full powers given by Her late Majesty to her Commissioners appointed to treat with those of France upon the Ninth Article of the Treaty of Commerce, and the full powers given by the late French King to his Commissaries .Also Draft of Instructions for Martin Bladen, Esq., appointed His Majesty's Commissary to treat with the Commissary or Commissaries to be appointed by the most Christian King. And a paper of alterations for the same (France, No. 357).

1719 Aug. 26th. Report of the Lords of Trade and Plantations to the Lords Justices, relating to Mr. Bladon's powers and instructions (signed by Charles Cook, P. Docminique, D. Pulteney and Martin Bladon). (France, No. 357.)

1719, Sept. 3rd. Copy of the Commission of Daniel Pulteney and Martin Bladon (France, No. 357).

1719, Sept. 3rd. Instructions for Daniel Pulteney and Martin Bladon, appointed His Majesty's Commissaries to treat with the Commissary or Commissaries to be appointed by the Most Christian King. Given at Whitehall the 3rd day of September, 1719 (King's letters, No. 13, 1719.)

1719, Sept. 3rd. Full powers to Pulteney and Bladon (Ibid).

The memorial of the Governor and Company of Adventurers of England tradin into Hudson's Bay, to the Lords Commissioners of Trade and Plantations, with this man. The seal of the Company was affixed to the original which Col. Bladon took with him to France in Sept., 1719. (B. T. Hudson's Bay, No. 1).

1719, Nov. 1st. Letter from Martin Bladon to Mr. Delafaye, from Paris: The meeting first intended for Saturday, took not place till yesterday (France, No. 355), enclosing copy of the French Commission appointing Maréchal d'Estrées and Abbé Dubois to treat with His Majesty's Commissaries.

1719, Nov. 7. Letter from Mr. Bladon to Mr. Delafaye from Paris: Our time was spent on Saturday last in preparatory discourses concerning the intent of the 10th Article of the Treaty of Utrecht, relating to the boundaries of Hudson's Bay, and at our next meeting to-morrow we design to give in the claim of the Hudson's Bay Company in writing, in case Abbé Dubois' health will allow him to be there, which I fear it will not. (France, No. 355.)

1719, Nov. 11th. M. Bladon to Mr. Delafaye from Paris:—On Wednesday last my Lord Stair (the English Ambassador in Paris) and I delivered to Maréchal d'Estrèes the demand of the Hudson's Bay Company with respect to their limits; and by comparing the enclosed, which is a copy of that demand, with the instructions upon this head, you will perceive the same has been fully complied with; enclosing *Mémoire pour fixer les limites de la Baye d'Hudson's*, (France, No. 355). This is the last letter in 1719 that I find in the French correspondence in reference to these conferences. The Abbé Dubois' health probably did not allow him to attend, as the demand of the Hudson's Bay Company was delivered to the Maréchal d'Estrées and the conference of the Commissaries here interrupted. In the Board of Trade Series there is a volume (Trade Papers, No. 23), "Minute and Letter Book," the first entry being minutes of a meeting of His Majesty's Commissioners for Trade and Plantations, on the 21st July, 1719, in reference to the appointment by the Lords Justices of Col. Bladon to go to the Court of France "to settle such matters relating to the respective limits of the Plantations of the two Crowns in America," &c.; and the last entry,a letter from Pulteney, from Paris, of 27th March, 1720, acknowledging receipt of papers about St. Lucia, "tho' I do not see any likelihood of my making any use of them here." In the French Correspondence of 1720 (France, No. 355) there are a few more letters on this subject.

1720, March 12th. Mr. Pulteney to Mr. Secretary Craggs from Paris: His Excellency (Lord Stair) continues to solicit the renewing the conferences with the French Commissaries; it is always promised they shall, but I do not see any likelihood of it (France, No. 355).

1720, April 14th. Mr. Secretary Craggs to Mr. Pulteney: His Majesty would have you demand some peremptory answer upon the subject of your Commission, and whether the French Court will renew the conferences with you, which, if you find they will not, His Majesty would have you say to come away, but not to come away till such times as you shall have further orders from hence (France, No. 354 A).

1720, April 29th. D. Pulteney to Mr. Secretary Craggs from Paris: I am persuaded that though they might, for form and decency sake, appoint a conference, it would not turn to any account for us, and that they are determined not to give us satisfaction in any of the points we are to insist upon.

1720, May 4th. Pulteney to Secretary Craggs, from Paris: I have been here near six months, and have seen only one conference: I think there had been two conferences before I came. At the first the Commissions were read, and at the second Lord Stair and Mr. Bladon gave in a memorial about the limits of the Hudson's Bay Company to which no answer has been made. I never could expect much success from this Commission, since the French interests and ours are so directly opposite.

1720, Aug 22nd. Pulteney to Mr. Delafaye from Paris: Maréchal d'Estrées' negligence was the occasion that this and other matters of the Commission have not been settled; but as he is going to Brittany, he is to leave behind him several papers relating to these papers, that the business of the Commission may be pursued in some other hands. Upon receipt of this paper, Mr. Pulteney was instructed by a letter from Mr. Delafaye, from Whitehall, 1st Sept., 1720, to transact only with Commissaries having the like powers with his own from the most Christian King, the Lords Justices having commanded to pursue the interests of his Commission, and to decline entering into any negotiations with other Commissaries (France, No. 355). After this I do not find that the Commissaries met; but on a further search in the Colonial Series of Papers (America and West Indies, No. 539), I find that the Governor and Committee of the Hudson's Bay Company wrote to Secretary Sir Thomas Robinson, 19th Feb., 1755, enclosing their claim as to boundaries, together with a demand of £108, 514 19s.8d. claimed by the Company in 1709, and afterwards by the Commissaries appointed by virtue of the Treaty of Utrecht, "*which hath subsisted ever since.*" And again on the 19th December, 1759, the Lords of Trade endorse to Secretary W. Pitt a memorial of the Hudson's Bay Company, stating their claims with respect to limits and other matters provided for by the Treaty of Utrecht. With reference to paragraph 9 of Lieutenant-Governor Crawford's letter requesting "copy of the memorial of the French Ambassador, March, $169\frac{8}{9}$, in reference to the northern limits of Canada and the English memorial to which it is a reply," I have to report that there is preserved in this Department a MS. volume of about fifty pages (America and West Indies, No. 539), containing the transactions between England and France relating to Hudson's Bay, $169\frac{8}{9}$ and 1699, being a record of the proceedings of the English and French Commissaries, in which there are, among other papers, the following memorial and answers:—

A memorial for justifying the pretensions of France to the Fort Bourbon, and answer to the French paper entitled "A memorial for justifying the pretensions of France to the Fort Bourbon."

Answer to the memorial presented by the Commissaries of the King of England. (Translation of the French answer.) Reply of the Hudson's Bay Company to the answer of the French Commissaries (with *marginal* note), "To which the French Commissaries never made any application."

I have, &c.,

Sir T. Duffus Hardy, D.C.C., (Signed) W. Noel Sainsbury,
Deputy Keeper of the Public Records.

Department of the Secretary of State,
Ottawa, 21st November, 1874.

Sir,—I am directed to transmit to you, for the information of your Government, a copy

of an Order of His Excellency the Governor-General in Council, on the subject of the appointment of referees to determine the Northern and Western Boundaries of the Province of Ontario, relating to the rest of the Dominion.

I have the honour to be,
Sir,
Your obedient servant,
EDOUARD J. LANGEVIN,
Under-sec. of State.

His Honor, the Lieutenant-Governor of Ontario,
Toronto, Ont.

Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency, the Governor-General in Council, on the 12th November, 1874.

On a memorandum dated 12th November, 1874, from the Hon. W. Mackenzie, stating that he recommends concurrence in the proposition of the Government of Ontario, to determine, by means of a reference, the Northern and Western Boundaries of that Province, relatively to the rest of the Dominion—

That the Ontario Government having named the Honourable William Buell Richards, Chief Justice of Ontario, as one of the referees, he submits the name of the Honourable Lemuel Allan Wilmot, formerly Lieutenant-Governor of the Province of New Brunswick, to act in conjunction with him, and advises that authority be given them to agree upon a third person, not being a resident of Canada; and that the determination of a majority of such three referees be final and conclusive upon the limits to be taken as and for such boundaries respectively.

He further recommends that the Dominion agree to concurrent action with the Province of Ontario in obtaining such legislation as may be necessary for giving binding effect to the conclusions arrived at, and for establishing the Northern and Western limits of the Province of Ontario in accordance therewith.

The Committee submit the above recommendations for your Excellency's approval.

Certified.

To the Honourable
The Secretary of State,
&c., &c.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor, the 25th day of November, 1874.

The Committee of Council have had under consideration the annexed Report of the Hon. the Treasurer, dated 10th November, 1874, with reference to the Western and Northern Boundaries of Ontario, and advise that the action of the Treasurer be approved of by your Excellency, and that the recommendations contained in the said Report be acted upon.

Certified, J. G. SCOTT,
Clerk Executive Council, Ontario.

Executive Council Chamber,
25th November, 1874.

May it please Your Excellency:

The undersigned has the honour to report the following on the subject of the Western and Northern Boundaries of the Province of Ontario:—

By Chapter 28 of the Acts of the Parliament of the United Kingdom of Great Britain and Ireland, passed in the Session held in the thirty-fourth and thirty-fifth years of Her Majesty's reign, and intituled "An Act respecting the establishment of Provinces in the Dominion of Canada," it was enacted that the Parliament of Canada might from time to

time, with the consent of the Legislature of any Province of the said Dominion, increase, diminish or otherwise alter the limits of such Province, upon such terms and conditions as might be agreed to by the said Legislature, and might, with the like consent, make provision respecting the effect and operation of any such increase or diminution or alteration of territory in relation to any Province affected thereby. By a resolution of the Legislative Assembly, passed on the 3rd day of March last, the House approved of the reference of the question of the Western Boundary of this Province to arbitration, or to the Privy Council, according as the Lieutenant-Governor in Council should see fit. It is considered by your Excellency's Council to be expedient that the question of the Northern Boundary of this Province should be determined at the same time as the Western Boundary, though the determination of the Northern Boundary is not of so pressing importance as the other. In view of these objects, the undersigned, before his late visit to Ottawa on other public business, was authorized by the other members of your Excellency's Council to propose (subject to your Excellency's approval) to the Government of the Dominion that the question concerning the Northern and Western Boundaries of the Province of Ontario should be determined by a reference to arbitrators to be mutually agreed upon, and whose standing and ability might readily be expected to secure for their decision the confidence alike of the people of Ontario and the people of the Dominion.

Your Excellency's Council were of opinion that a decision by such arbitrators is likely to be more prompt and perhaps more satisfactory than any other mode of decision which is attainable.

The undersigned was also authorized to suggest the name of the Hon. William Buell Richards, Chief Justice of Ontario, as one of the arbitrators, subject to your Excellency's approval.

Accordingly, the undersigned while at Ottawa conferred with the Premier and other members of the Dominion Government on the subject of the said matters, and made the above suggestions to them.

The Government of the Dominion concurred in the views expressed on the part of the Government of Ontario, and proposed on behalf of the Dominion the name of the Hon. Lemuel Allan Wilmot, late Lieutenant-Governor of New Brunswick, to act in conjunction with the said Chief Justice, and that authority be given to the said the Hon. William Buell Richards and the Hon. Lemuel Allan Wilmot, to agree upon a third person to be associated with them, such third person not being a resident of Canada, and that the determination of a majority of such referees should be final and conclusive upon the limits to be taken as and for such boundaries as aforesaid respectively.

The undersigned recommends that the Province agree to concurrent action with the Dominion in obtaining such legislation as may be necessary for giving binding effect to the conclusion which may be arrived at, and for establishing the Northern and Western Boundaries of the Province of Ontario in accordance therewith.

(Signed) Adam Crooks.

10th November, 1874.

Provincial Secretary's Office, Ontario.
Toronto, 3rd December, 1874.

Sir,—I am commanded by His Honor the Lieutenant-Governor to inform you that he has been pleased to appoint you one of the arbitrators in the matter of the settlement of the Northern and Western Boundaries of the Province of Ontario. I am, at the same time, to transmit herewith copy of the Order in Council, and the recommendation of the Hon. the Treasurer relating to such proposed arbitration.

I have the honour to be, Sir,
Your obedient servant,
I. R. Eckart,
Assistant-Secretary.

The Honourable Wm. Buell Richards,
Chief Justice of Ontario.

RETURN

To an Address of the Legislative Assembly to His Excellency the Lieutenant-Governor, praying His Excellency to cause to be laid before the House a Return showing the amount of Aid granted by way of Loan, Bonus, Stock, or otherwise, by the several Municipalities of Ontario, to Railway enterprises since July, 1867.

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, 6th December, 1875.

Township Municipalities, Ontario.

TOWNSHIPS.	Amount.	Loan, Bonus, Stock, or otherwise.
	$ cts.	
Abinger		
Adelaide		None.
Adjala		
Admaston		
Adolphustown		
Albemarle	40,000 00	Bonus, Toronto, Grey and Bruce Railway.
Albion	7,523 00	Bonus, Hamilton and North-Western Railway.
Aldborough		
Alfred		
Algoma		None.
Alice		
Alnwick		None.
Amabel		
Amaranth	30,000 00	Bonus, Toronto, Grey and Bruce Railway.
Ameliasburgh		None.
Amherst Island		None.
Ancaster		
Anderdon		
Anglesea		
Anson		
Anstruther		
Arran		None.
Artemesia		
Arthur	35,000 00	Bonus, Toronto, Grey and Bruce Railway.
Ashby		
Ashfield	10,000 00	Bonus.
Asphodel		
Athol		None.
Augusta		
Bagot		
Bangor		
Barrie	15,000 00	Bonus, Pembroke and Kingston Railway.
Barton		

TOWNSHIP MUNICIPALITIES, ONTARIO.—*Continued.*

TOWNSHIPS.	Amount.	Loan, Bonus, Stock, or otherwise.
	$ cts.	
Bastard		None.
Bathurst		
Bayham		
Beckwith		None.
Bedford		
Belmont		
Bentinck		
Bertie		
Beverly		None.
Bexley	15,000 00	Bonus, Toronto and Nipissing Railway Company.
Biddulph		None.
Binbrook		
Blanford	15,000 00	Bonus, Credit Valley Railway.
Blanshard		
Blenheim	37,600 00	Bonus, Credit Valley Railway.
Blythefield		
Bosanquet		
Brant		
Brantford		
Brighton		
Brooke		None.
Bromley		
Brock	50,000 00	Bonus, Toronto and Nipissing Railway.
Brougham		None.
Bruce		
Brudenell		
Bruton		
Buchanan		
Burford	30,000 00	Bonus, Brantford, Norfolk and Port Burwell Ry.
Burgess, North		None.
Burleigh		
Caistor		None.
Caledon	45,000 00	Bonus, Toronto, Grey and Bruce Railway, independent of Sectional Bonuses in County grants.
Caledonia		None.
Cambridge		
Camden	10,000 00	Bonus, Erie and Huron Railway Company.
Camden, East		None.
Canborough		
Canonto, South		
Carden		
Cardiff		
Cardwell		None.
Carlow		
Carradoc		None.
Carrick		None.
Cartwright		None.
Cashel		
Caven		None.
Cavendish		
Cayuga, North		
Cayuga, South		None.
Chandos		
Charlottenburg		
Charlotteville		
Chatham		
Chinguacousy		
Clarence		None.
Clarendon	84,000 00	Bonus, Pembroke and Kingston Railway.
Clarke		
Clinton		
Colborne		
Colchester		
Collingwood		
Cornwall		None.
Cramahe		None.
Crosby, North		None.
Crosby, South		None.

TOWNSHIP MUNICIPALITIES, ONTARIO.—*Continued.*

TOWNSHIPS.	Amount.	Loan, Bonus, Stock, or otherwise.
	$ cts.	
Crowland		None.
Culross	43,000 00	Bonus. No road mentioned.
Cumberland		
Dalhousie		None.
Dalton		
Darling		None,
Darlington		None.
Dawn		None.
Delaware		
Denbigh		
Derby	264,000 00	Grouped with ten others in giving this as a Bonu to the Toronto, Grey and Bruce Railway.
Dereham		
Digby		
Dorchester, North		None.
Dorchester, South		
Douro		None.
Dover		
Downie		
Draper		
Drummond		
Dudley		
Dumfries, North	69,300 00	Bonus, Credit Valley Railway.
Dumfries, South		
Dummer		None.
Dungannon		
Dunn		
Dunwich		
Dysart		
Easthope, North		None.
Easthope, South		
Eastnor		
Edwardsburg		
Effingham		
Egremont		None.
Ekfrid		
Elderslie		
Eldon		
Elizabethtown		None.
Ellice		None.
Elma	30,000 00	Bonus, Wellington, Grey and Bruce Railway.
Elmsley, North		
Elmsley, South		None.
Elzevir	11,000 00	Bonus. No road mentioned.
Emily		
Enniskillen		None.
Ennismore		None.
Eramosa		None.
Erin		
Ernestown		None.
Escott, Front of		None.
Escott, Rear of		
Esquesing		None.
Essa	300,000 00	Grouped with others. Bonus, Hamilton and North-Western Railway.
Etobicoke		None.
Euphemia		
Euphrasia	32,500 00	Bonus, Northern Extension Railway.
Faraday		
Fenelon	15,000 00	Bonus, Victoria Railway.
Finch		
Fitzroy		None.
Flamboro', East		
Flamboro', West		None.
Flos		
Foley		None.
Fraser		

TOWNSHIP MUNICIPALITIES, ONTARIO.—*Continued.*

TOWNSHIPS.	Amount.	Loan, Bonus, Stock, or otherwise.
	$ cts.	
Fredericksburg, North		
Fredericksburg, South	.....	None.
Fullarton		
Gainsborough	.....	None.
Galway		
Garafraxa, East	1,620 00	Surplus Fund, Credit Valley Railway
Garafraxa, West		
Georgina	45,000 00	Bonus. Grouped with North and East Gwillimbury. "Lake Simcoe Junction Railway."
Glamorgan		
Glanford	.....	None.
Glenelg	29,756 00	Bonus, for which the Township is liable, under a County grant to the Toronto, Grey and Bruce Railway.
Gloucester		
Goderich	15,000 00	Bonus, London, Huron and Bruce Railway.
Gosfield		
Goulburn	.....	None.
Gower, North		
Gower, South	.....	None.
Grantham		
Grattan		
Greenock		
Grey	35,000 00	Bonus, Southern Extension Wellington, Grey and Bruce Railway.
Griffith		
Grimsby		
Grimsthorpe		
Guelph		
Guilford		
Gwillimbury, East		
Gwillimbury, North	45,000 00	Grouped with two others in granting this Bonus to Lake Simcoe Junction Railway.
Gwillimbury, West	42,000 00	Grouped with others in granting this Bonus to Hamilton and North-Western Railway.
Haldimand		
Hallowell		
Hamilton	.....	None.
Harburn		
Harcourt		
Harwich		
Harvey		
Hawkesbury, East	140,000 00	Bonus, Vaudreuil and Ottawa Railway.
Hawkesbury, West		
Hay	15,000 00	Bonus, London, Huron and Bruce Railway.
Head	.....	None.
Herschel		
Hibbert	.....	None.
Hillier	.....	None.
Hinchinbrooke		
Hindon		
Holland		
Hope	.....	None.
Horton	7,500 00	Stock, Canada Central Railway Company.
Houghton		
Howard	.....	None.
Howe Island	90 00	Share of County Frontenac Bonus of $150,000 to Kingston and Pembroke Railway.
Howick	20,000 00	Bonus, Wellington, Grey and Bruce Railway.
	40,000 00	Bonus, Toronto, Grey and Bruce Railway.
Hullett	25,000 00	Bonus, London, Huron and Bruce Railway.
Humberstone	.....	None.
Humphrey	.....	None.
Hungerford		
Huntingdon		
Huntley		
Huron		

TOWNSHIP MUNICIPALITIES, ONTARIO.—*Continued.*

TOWNSHIPS.	Amount.	Loan, Bonus, Stock, or otherwise.
	$ cts.	
Innisfil		
Kalador		
Kennebec		
Kenyon	40,000 00	Bonus, Montreal and City of Ottawa Junction Railway,
Keppel	264,000 00	Grouped with seven other Municipalities to give Bonus to the Toronto, Grey and Bruce Railway.
Kincardine		
King		None.
Kingston		
Kinloss		
Kiltey		
Korah		
Lake		
Lanark		
Lancaster		
Lansdowne, Front		
Lansdowne, Rear		
Lavant		
Laxton	12,500 00	Bonus, in conjunction with Digby and Longford, to the Toronto and Nipissing Railway.
Leeds, Front of		
Leeds, Rear of		
Limerick		
Lindsay		
Lobo		None.
L'Orignal		None.
Lochiel	40,000 00	Bonus, Montreal and City of Ottawa Junction Railway.
Logan		None.
London	15,000 00	Bonus, London, Huron and Bruce Railway.
Longford		
Longueuil		
Loughborough		
Louth		
Luther		
Lutterworth		
Lynedoch		
Macaulay		
Madoc		
Maidstone		None.
Malahide		None.
Malden	15,000 00	Bonus, Canada Southern Railway.
Manvers		
Mara		None.
March		
Maria		
Mariposa		
Markham	30,000 00	Bonus. Road not mentioned.
Marlborough		None.
Marmora		
Maryborough	40,000 00	Bonus, Wellington, Grey and Bruce Railway.
Marysburg, North		
Marysburg, South		
Matawatchan		
Matchedash		See Orillia, page 6.
Matilda		
Mayo		
Medonte		
Melancthon		
Mersea		
Metcalfe		
Methven		
Middleton		
Miller		Grouped with Clarendon.
Minden		None.
Minto		

TOWNSHIP MUNICIPALITIES, ONTARIO.—*Continued.*

TOWNSHIPS.	Amount.	Loan, Bonus, Stock, or otherwise.
	$ cts.	
Monaghan, North		
Monaghan, South		
Monk		
Monmouth		
Mono	45,000 00	Bonus, Toronto, Grey and Bruce Railway.
Montague		
Monteagle		
Moore		None.
Mornington		None.
Morris		
Morrison		
Mosa		
Moulton		None.
Mountain		None.
Mulmer		
Murray		
Muskoka		
McClure		
McDougall		
McGillivray		
McKay		
McKellar		None.
McKillop		
McNab		None.
Nassagaweya		
Nelson		
Nepean		None.
Niagara		
Nichol	10,000 00	Bonus, Wellington, Grey and Bruce Railway.
Nissouri, East		
Nissouri, West		None.
Normanby		None.
Norwich, North	30,000 00	Bonus, Woodstock, Port Dover and Lake Huron Railway.
	30,000 00	Bonus, Brantford, Norfolk and Port Burwell Railway.
Norwich, South	75,000 00	Bonus, Canada Southern Railway.
	10,000 00	Bonus, Port Dover and Lake Huron Railway.
Nottawasaga	48,000 00	Sectional Bonus of a County grant to Hamilton and North-Western Railway.
Oakland	5,000 00	Bonus. Road not mentioned.
Oakley		
Olden		
Oneida		
Onondaga		
Ops		
Orford		
Orillia	12,500 00	Bonus, in conjunction with Matchedash, to Midland Railway Company.
Oro		
Osgoode		None.
Osnabruck		
Oso		
Osprey		
Otonabee		
Owenge		
Oxford		
Oxford, East		None.
Oxford, North		
Oxford, West		
Pakenham		None.
Palmerston	112 00	
Parke		
Peel	40,000 00	Bonus, Wellington, Grey and Bruce Railway.
Pelham		None.
Pembroke		
Percy		

TOWNSHIP MUNICIPALITIES, ONTARIO.—*Continued.*

TOWNSHIPS.	Amount.	Loan, Bonus, Stock, or otherwise.
	$ cts.	
Pettewawa		
Pickering		
Pilkington		
Pittsburgh		
Plantagenet, North		
Plantagenet, South		None.
Plympton		None.
Portland		
Prince		
Proton		
Puslinch		None.
Radcliffe		
Raglan		
Rainham		
Raleigh		
Rama		
Ramsay		
Rawdon	10,000 00	Bonus, Grand Junction Railway.
Reach	30,000 00	Bonus, Whitby and Port Perry Railway.
Richmond		None.
Rochester		
Rolph		
Romney		None.
Ross		
Roxborough		None.
Russell		
Ryde		
Saltfleet		
Sandwich, East		None.
Sandwich, West		
Sarawak		
Sarnia		None.
Saugeen		
Scarborough	10,000 00	Bonus, Toronto and Nipissing Railway.
Scott		
Scugog	2,000 00	Bonus, Port Whitby and Port Perry Railway.
Sebastopol		None.
Seneca	65,000 00	Grouped with Oneida, Walpole, and Caledonia, in Bonus to Hamilton and Lake Erie Railway Co.
Seymour		
Sheffield		
Sherbrooke		None.
Sherbrooke, North		
Sherbrooke, South		None.
Shumiah		
Sidney		None.
Smith		
Snowden		
Sombra		None.
Somerville	15,000 00	Bonus, Toronto and Nipissing Railway.
	10,000 00	Bonus, Victoria Railway.
Sophiasburgh		
Southwold		
Stafford		
Stamford		
Stanhope		None.
Stanley		
St. Edmund's		
Stephen	17,500 00	Bonus, Lake Huron and Bruce Railway Co.
Stephenson		None.
Storrington		None.
St. Regis		
St. Vincent	60,000 00	Bonus, Northern Extension Railway Co.
Sullivan		
Sunnidale		
Sydenham		
Tarentorus		

TOWNSHIP MUNICIPALITIES, ONTARIO.—*Continued.*

TOWNSHIPS.	Amount.	Loan, Bonus, Stock, or otherwise.
	$ cts.	
Tay	25,000 00	Bonus, Midland Railway.
Tecumseth		
Thorah		
Thorold		
Thurlow	.....	None.
Tilbury, East	.....	None.
Tilbury, West	.....	None.
Tiny		
Torbolton		
Toronto	5,257 00	Share of $75,000 Bonus granted by Peel County to Credit Valley Railway.
Toronto Gore		
Tossorontio	300,000 00	Grouped with others, in County of Simcoe, to give Bonus to Hamilton and North-Western Railway.
Townsend	30,000 00 11,000 00	Bonus, Canada Southern Railway. Surplus Fund due the Township was granted to Brantford, Norfolk and Port Burwell Railway.
Trafalgar		
Tuckersmith	10,000 00	Bonus, London, Huron and Bruce Railway.
Tudor		
Turnberry	28,000 00 5,000 00 5,000 00	Bonus, Wellington, Grey and Bruce Railway. Bonus, Toronto, Grey and Bruce Railway. Bonus, London, Huron and Bruce Railway.
Tuscarora		
Tyendinaga	.....	None.
Usborne	25,000 00	Bonus, London, Huron and Bruce Railway.
Uxbridge	50,000 00	Bonus, Toronto and Nipissing Railway.
Vaughan		
Verulam	7,156 90	Bonus, Victoria Railway Co.
Vespra		
Wainfleet		
Wallace		
Walpole		
Walsingham		
Warwick		
Waterloo	.....	None.
Watt	.....	None.
Wawanosh, East	25,000 00	Bonus, London, Huron and Bruce Railway Co.
Wawanosh, West	18,000 00	Bonus, Wellington, Grey and Bruce Railway.
Wellesley		
Westmeath	.....	None.
Westminster	.....	None.
Whitby, East		
Whitby, West	15,000 00	Bonus. Road not mentioned.
Whitchurch	15,000 00	Bonus. Name of Road not mentioned.
Wicklow		
Wilberforce		
Williams, East	.....	None.
Williams, West		
Williamsburg		
Willoughby	.....	None.
Wilmot		
Winchester		
Windham		
Wolfe Island		
Wolford		
Wollaston		
Woodhouse	15,000 00	Bonus, Port Dover and Lake Huron Railway.
Woolwich	.....	None.
Wylie		
Yarmouth		
Yonge, Front of		
Yonge, Rear of		
York	.....	None.
Zone	.....	None.
Zorra, East		
Zorra, West		

Incorporated Cities, Towns, and Villages, Ontario.

CITIES, TOWNS, &c.	Amount.	Loan, Bonus, Stock, or otherwise.
	$ cts.	
Almonte		
Amherstburg		
Arnprior		
Arthur		
Ashburnham		
Aurora		None.
Aylmer		
Barrie	30,000 00	Bonus, Toronto, Simcoe and Muskoka Junction Railway.
	24,000 00	Bonus, Hamilton and North-Western Railway.
Bath		
Belleville	100,000 00	Bonus, Grand Junction Railway.
Berlin		None.
Bothwell		None.
Bowmanville		None.
Brantford	32,500 00	Bonus, Grand Trunk Railway.
	75,000 00	Bonus, Great Western Railway.
	70,000 00	Bonus, Brantford, Norfolk and Port Burwell Ry.
Brampton	20,000 00	Bonus, Credit Valley Railway.
Bradford		
Brighton		None.
Brockville		
Caledonia		None.
Carleton Place	10,000 00	Bonus, Ontario and Quebec Railway.
Cayuga		
Chatham	35,000 00	Bonus, under a County By-law, to the Erie and Huron Railway. The By-law is disputed, and the Municipality may not be liable for this amount.
Chippawa		
Clifton		
Clinton	20,000 00	Bonus, London, Huron and Bruce Railway.
Cobourg		
Colborne		
Collingwood	20,500 00	Bonus, North Grey Extension.
Cornwall		
Dresden		(See "Supplementary." Page II).
Dundas		
Dunnville		None.
Elora	10,000 00	Bonus, Wellington, Grey and Bruce Railway.
Embro		
Fergus	10,000 00	Bonus, Wellington, Grey and Bruce Railway.
	135,000 00	Bonus, grouped with others, Credit Valley Ry.
Fort Erie		
Galt	32,934 38	Loan, Grand Trunk Railway.
	40,647 52	Bonus, Credit Valley Railway.
Gananoque		
Garden Island		
Georgetown	10,000 00	Bonus, Hamilton and North-Western Railway.
Goderich		
Guelph		
Hamilton		
Hawkesbury		
Hespeler		
Holland Landing		
Ingersoll		None.
Iroquois		
Kemptville		
Kincardine		
Kingston	300,000 00	Bonus, Kingston and Pembroke Railway.

INCORPORATED CITIES, TOWNS, AND VILLAGES, ONTARIO.—*Continued.*

CITIES, TOWNS, &c.	Amount.	Loan, Bonus, Stock, or otherwise.
	$ cts.	
Lanark		
Lindsay	85,000 00	Bonus, Victoria Railway.
Listowel	15,000 00	Bonus, Southern Extension, Wellington, Grey and Bruce Railway.
London	100,000 00	Bonus, London, Huron and Bruce Railway.
Lucan		None.
Merrickville		
Millpoint		
Milton	30,000 00	Bonus, Credit Valley Railway Co.
	2,000 00	Hamilton and North-Western Railway.
Mitchell		None.
Morrisburgh		
Mount Forest	20,000 00	Bonus, Toronto, Grey and Bruce Railway.
Napanee		
Newburgh		None.
Newcastle		None.
New Edinburgh		
New Hamburg		
Newmarket		None.
Niagara		None.
Oakville		
Oil Springs		
Orangeville		
Orillia		
Oshawa		None.
Ottawa	100,000 00	Bonus, Montreal and City of Ottawa Junction Railway.
Owen Sound	41,000 00	Bonus, Toronto, Grey and Bruce Railway.
Paris		
Parkhill		
Pembroke		
Perth	100,000 00	Bonus, Huron and Quebec Railway.
Peterborough	100,000 00	Bonus, Huron and Quebec Railway.
Petrolia		None.
Picton		
Port Colborne		
Port Dalhousie		
Port Hope	30,000 00	Bonus, Midland Railway Co.
	49,062 64	Money expended since 1867 for Railway purposes.
Port Perry		
Portsmouth		
Prescott		
Preston		None.
Prince Arthur's Landing		
Renfrew	30,000 00	Stock, Canada Central Railway.
Richmond		
Richmond Hill	30,000 00	The Municipality is liable for a portion of this Bonus, which is a County grant to the Nipissing Railway.
Sandwich		None.
Sarnia		
Sault Ste. Marie		
Seaforth		
Simcoe	10,000 00	Bonus, Woodstock and Lake Erie Railway.
	15,000 00	Bonus, Brantford and Port Dover Railway.
Smith's Falls		
Southampton		
Stirling	5,000 00	Bonus, Grand Junction Railway.
Stratford		
Strathroy		
Streetsville	20,000 00	Bonus, Credit Valley Railway Co.
St. Catharines		
St. Mary's		None.
St. Thomas	25,000 00	Town Debentures, Canada Southern Railway
	200,000 00	Bonus by Elgin County, Canada Southern Ry.
Thorold		

INCORPORATED CITIES, TOWNS, AND VILLAGES, ONTARIO.—*Continued.*

CITIES, TOWNS, &c.	Amount.	Loan, Bonus, Stock, or otherwise.
	$ cts.	
Tilsonburg		
Trenton		
Toronto		(See "Supplementary." Page 11).
Vienna	4,000 00	Bonus, Norfolk and Port Burwell Railway.
Walkerton		
Wardsville		
Waterloo		
Welland		
Wellington		None.
Whitby		
Windsor		None.
Woodstock	25,000 00	Municipal Debentures, Port Dover and Lake Huron Railway
	25,000 00	Do do do
Yorkville		*The last issue is cancelled.*

SUPPLEMENTARY.

	Amount.	Loan, Bonus, Stock, or otherwise.
	$ cts.	
1868—City of Toronto	250,000 00	Bonus, Toronto, Grey and Bruce Railway.
" Do	150,000 00	Do Toronto and Nipissing Railway.
1870— Do	100,000 00	Do Toronto, Simcoe and Muskoka Junction.
1872— Do	100,000 00	Do Credit Valley Railway.
1874— Do	100,000 00	Do Toronto, Grey and Bruce Railway.
Dresden	239 45	Paid to aid in preliminary survey of the Dresden and Oil Springs Railway.
Do	15,000 00	Share of a County Bonus to the Huron and Erie Railway.

I. R. ECKART,
Assist. Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 6th December, 1875.

(No. 16.)

Return showing the Municipalities in the different Counties in Ontario for which Voters' lists have been certified by the County Court Judges, with the dates when such lists were respectively so certified, and showing the Municipalities (if any) in which lists have not been certified, with a statement in any such case of the reason why the list has not been certified. (*Not Printed.*)

STATEMENT

Of the Returns forwarded to the Office of the Provincial Secretary of all Fees and Emoluments received by the Registrars of Ontario for the year 1874, made in accordance with the provisions of the Statutes of Ontario, 31 Vic., Cap. 20, Sec, 74.

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, 6th December, 1875.

STATEMENT of the Returns forwarded to the Office of the Provincial Secretary of made in accordance with the provisions of Statutes of Ontario, 31 Vic., Cap. 20,

OFFICE.	REGISTRAR.	Number of Municipalities in the District.	Number of Instruments registered during the year 1874.	Number of Instruments registered during the year 1873.	Amount of Fees	
					Total for Registrations under Sub-Sections 1, 6, 9, 12, 13.	For Searches, Sub-Sections 2, 3, 11.
					$ cts.	$ cts.
Algoma District	John M. Savage	.....	.....	.....	207 05	5 50
Brant	Thomas S. Shenston	7	1964	1624	2679 85	245 10
Bruce	John McLay	21	3828	3391	5256 40	332 40
Carleton	E. Sherwood	12	2500	2074	3583 55	221 10
Dundas	John Pliny Crysler	6	1148	905	1495 95	116 45
		Declar'n of Partnerships			5 00	
Durham, East Riding	George C. Ward	4	1062	1117	1273 25	200 20
Do West Riding	Robert Armour	5	855	862	1179 45	119 40
Elgin	John McKay	10	3465	3142	4739 00	449 00
Essex	James W. Askin	14	3101	2976	4359 70	358 65
Frontenac	R. M. Rose	.....	1369	1425	1996 60	320 04
Glengarry	Alex. M. Mackenzie	4	495	561	670 00	105 30
Grenville	William J. Scott	8	1313	1244	1726 05	89 85
Grey, North Riding	Thomas Lunn	10	2297	2058	3069 45	102 05
Do South Riding	Thomas Lander	9	1696	1463	2254 98	60 90
Haldimand	A. P. Farrell	13	1377	1304	1882 03	414 06
Halton	Thomas Racey	9	1225	1218	1659 30	299 25
Hastings	W. H. Ponton	30	3444	3504	4775 55	580 45
Huron	James Dickson	21	2734	1617	3584 60	207 80
		North Riding		2583	.....	.....
Kingston City	E. J. Barker	1	496	464	726 15	122 15
Kent	P. D. McKellar	14	3674	4315	4623 65	218 40
Lambton	Thomas W. Johnston	16	4163	4099	5592 72	851 75
Lanark, North Riding	John Menzies	7	1150	822	1579 30	33 20
Do South Riding	James Bell	10	1239	1147	1762 40	196 35
Leeds	Ormond Jones	13	2009	2086	2780 25	91 00
Lennox and Addington	M. P. Roblin	.....	1692	1470	2360 45	255 48
Lincoln	John Powell	11	2276	2183	3090 00	75 35
London City	William C. L. Gill	1	1127	1273	1584 55	355 05
Middlesex, N. and E. Ridings	James Ferguson	14	3499	3655	4626 38	398 05
Do West Riding	Stephen Blackburn	8	1595	1603	2127 00	185 00
Muskoka	John E. Lount	.....	.....	511	716 83	18 60
Nipissing	John Doran	.....	20	21	28 60	0 25
Norfolk	Francis L. Walsh	8	2545	2222	3019 42	247 82
Northumberland, East Riding	J. M. Grover	8	1615	1426	2081 71	162 50
Do West do	W. H. Eyre	5	990	1071	1416 10	84 70
Ontario	John Hane Perry	14	2435	2635	3424 55	291 70
Ottawa City	Alex. Burritt	1	1840	1774	3138 95	757 95
		Declar'n of Partnerships			17 40	.....
Oxford	James Ingersoll	15	3703	3235	5117 37	244 90
Parry Sound District	Patrick McCurry	4	141	98	260 35	22 50
Peel	D. F. Campbell	8	1328	1471	1938 68	167 57
Perth, North Riding	Samuel Robt	8	2358	2109	3178 40	357 40
Do South do	P. Whelihan	7	1414	1358	1843 10	107 15
Peterborough	F. W. Haultain	29	2120	1902	2886 60	451 75
Prince Edward	John P. Roblin	9	1206	1075	1686 81	142 85
Prescott	John Higginson	8	1139	930	1642 85	53 35
Renfrew	Andrew Irving	23	1606	1662	2322 73	309 00
Russell	James Keays	4	674	573	961 00	26 30
Simcoe	Samuel Lount	23	5382	5218	7083 35	604 00
Stormont	John Copeland	5	789	755	1072 65	200 44
Thunder Bay District	D. D. Van Norman	11	431	348	357 97	18 25
Toronto City	Charles Lindsey	1	5939	4511	9659 75	2001 28

all Fees and Emoluments received by the Registrars of Ontario for the year 1874 Sec. 74; with which are contrasted Receipts of the same nature in 1872 and 1873

received under the Tariff as allowed by Sub-Sections 1 to 13 of Section 70.

For Abstracts, Sub-Section 4.	For Certificates, Sub-Section 5.	For Affidavits and Oaths, Sub-Section 10.	Special Receipts. For Abstract, Indices, Sub-Section 8.	Special Receipts. For work connected transfer of Instruments, and paid by County Treasurer, Sub-Section 7.	Gross Amount of Fees Proper, 1874.	Gross Amount of Fees Proper, 1873.	Gross Amount of Fees Proper, 1872.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts,	$ cts.
24 00	5 20	.....	.....	.....	241 75	.....	.....
286 35	34 95	10 00	None	None	3256 25	2803 00	2954 50
1271 75	.....	.....	do	do	6860 55	6161 35	5579 00
534 30	75 75	1 00	do	do	4415 70	3617 85	3472 28
116 75	.....	24 50	do	do	1758 65	1399 52	1351 65
	Releases of Mortgages.	Other Documents					
238 25	163 20	70 70	do	do	1945 60	1958 80	1645 35
423 85	.....	.....	.....	.....	1722 70	1711 65	1764 38
277 45	6 00	1 75	do	do	5473 20	5130 07	4550 54
1393 86	44 75	12 00	do	do	6168 96	5129 47	4380 72
142 44	15 65	4 75	do	do	2479 48	2531 55	1958 55
51 50	1 00	44 00	do	do	871 80	962 23	872 15
189 66	3 25	5 50	do	do	2014 41	2019 55	1993 65
509 60	42 20	2 75	do	do	3726 05	3187 35	3487 70
330 90	29 45	.....	do	do	2676 23	2442 78	2504 95
283 96	1 50	9 00	do	do	2590 55	2485 56	2533 69
141 55	13 25	1 00	do	do	2114 35	2104 10	2367 90
829 35	79 00	36 25	do	do	6300 60	5673 75	4585 90
690 45	22 70	1 75	do	do	4507 30	2672 95	2433 05
.....	.....	.....	.....	.....	N. Riding	4120 80	4100 82
26 70	5 00	.....	do	do	880 00	840 60	777 97
627 05	17 85	1 50	do	do	5488 45	7279 75	7065 45
692 50	9 50	2 25	do	do	7148 72	6998 70	7131 05
82 16	4 65	4 50	do	do	1703 81	1256 19	1250 80
35 35	11 75	1 75	do	do	2007 60	1922 90	1939 35
280 33	25 00	26 50	do	do	3203 08	2893 63	2893 62
380 57	65 10	.....	do	do	3061 60	2496 65	2470 35
416 35	.....	.....	do	do	3588 17	3502 13	3610 33
68 15	87 20	0 25	do	do	2095 20	2282 50	2308 56
510 60	124 65	.....	do	do	5659 68	5528 47	5794 90
662 90	208 75	33 75	do	do	3217 40	3050 78	2804 98
140 00	6 35	.....	do	do	881 78	865 25	981 05
0 25	.....	0 50	.....	.....	29 60	31 65	65 50
297 20	.....	included in Registration	.....	.....	3564 44	3021 27	3783 08
661 71	45 00	8 00	.....	.....	2958 92	2970 70	2741 55
523 15	.....	1 00	.....	.....	2018 95	2233 35	1856 47
734 00	80 20	0 25	6 00	Paid by County.	4530 70	5109 40	6522 65
424 50	86 00	.....	.....	.....	4107 40	4176 10	3000 95
1251 05	18 15	10 25	.....	.....	6641 72	6318 39	6357 61
22 95	3 50	6 00	.....	.....	315 30	222 40	403 60
350 72	11 25	0 25	.....	.....	2468 47	2710 51	2596 07
678 35	36 15	.....	.....	.....	4250 30	3464 95	3297 07
470 90	123 85	.....	.....	.....	2545 00	2370 25	2297 75
413 85	15 50	3 50	.....	288 90	5771 20	3319 45	2919 70
247 37	11 00	29 00	.....	.....	2117 03	1907 00	1770 34
49 25	47 80	1 50	.....	.....	1794 75	1452 45	1376 60
228 05	20 15	.....	.....	.....	2879 93	1754 47	2217 25
133 25	.....	52 70	.....	.....	1173 25	1022 50	785 99
.....	.....	.....	.....	.....	7687 35	7234 50	7149 45
76 80	5 75	9 00	.....	.....	1364 64	1316 10	1317 75
44 80	.....	.....	.....	.....	421 02	401 79	.....
384 00	203 25	.....	.....	.....	12248 28	9072 74	8128 45

STATEMENT of the Returns forwarded to the Office of the Provincial Secretary of made in accordance with the provisions of Statutes of Ontario, 31 Vic., Cap. 20,

OFFICE.	REGISTRAR.	Number of Municipalities in the District.	Number of Instruments registered during the year 1874.	Number of Instruments registered during the year 1873.	Amount of Fees. Total for Registrations under Sub-Sections 1, 6, 9, 12, 13.	Amount of Fees. For Searches, Sub-Sections 2, 3, 11.
					$ cts.	$ cts.
Victoria	H. Dunsford	17	2374	2439	3190 20	243 28
Waterloo	Dougall McDougall	11	1707	1947	2199 85	196 25
Welland	D. D. Everardo	14	2397	1926	3211 88	729 24
Wellington, North Riding	John Anderson	10	1945	1935	2554 45	73 45
Do South and Centre	James Webster	12	2672	2564	3735 45	379 40
Wentworth	John H. Greer	10	4602	4133	5074 32	346 40
York, North Riding	James J. Pearson	8	1425	1277	2045 20	275 60
Do South do	John Ridout	8	2640	2011	3893 94	673 25
	Grand Total		114230	109322		

Offices may be generally classified as under:—

RECEIPTS—

Over $12000 and under $12500—(1)—City of Toronto.
Over 7500 and under 8000—(1)—Simcoe.
Over 7000 and under 7500—(1)—Lambton.
Over 6500 and under 7000—(2)—Bruce, Oxford.
Over 6000 and under 6500—(2)—Hastings, Essex.
Over 5500 and under 6000—(1)—East Riding of Middlesex.
Over 5000 and under 5500—(1)—Elgin.
Over 4500 and under 5000—(4)—South Riding of York, South Riding of Wellington, South Riding of Huron, Ontario.
Over 4000 and under 4500—(5)—Carleton, Ottawa City, Welland, North Riding of Perth, Victoria.
Over 3500 and under 4000—(4)—Peterborough, North Riding of Grey, Lincoln, Norfolk.
Over 3000 and under 3500—(5)—North Riding of Wellington, Brant, North Riding of Middlesex, Leeds, Lennox and Addington.
Over 2500 and under 3000—(6)—East Riding of Northumberland, Renfrew, South Riding of Grey, Waterloo, Haldimand, South Riding of Perth.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 7th December, 1875.

all Fees and Emoluments received by the Registrars of Ontario for the year 1874, Sec. 74; with which are contrasted Receipts, &c.—*Continued.*

received under the Tariff as allowed by Sub-Sections 1 to 13 of Section 70.

For Abstracts, Sub-Section 4.	For Certificates, Sub-Section 5.	For Affidavits and Oaths, Sub-Section 10.	Special Receipts.		Gross Amount of Fees Proper, 1874.	Gross Amount of Fees Proper, 1873.	Gross Amount of Fees Proper, 1872.
			For Abstract, Indices, Sub Section 8.	For work connected with transfer of Instruments, and paid by County Treasurer, Sub-Section 7.			
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
829 77	.....	.....	.....	.....	4263 25	4244 59	4167 82
197 25	13 25	12 00	.....	.....	2618 60	3257 80	3504 00
431 94	12 45	16 00	.....	.....	4401 51	3602 46	3524 04
652 35	4 75	1 00	.....	.....	3286 00	3299 90	3152 30
516 65	81 00	included in Searches	.....	70 70	4712 50	4668 80	4689 45
1466 60	22 25	4 00	.....	.....	6913 57	8083 41	7440 07
334 60	4 20	0 75	.....	.....	2660 35	2373 55	2499 95
324 40	57 70	10 25	.....	.....	4959 54	3915 16	3652 95
					199063 19	189585 52	182783 60

Receipts—

Over $2000 and under $2500—(8)—Frontenac, Peel, Halton, West Riding of Northumberland, Prince Edward, Grenville, London (City), South Riding of Lanark.
Over 1500 and under 2000—(5)—Prescott, Dundas, East and West Riding of Durham, North Riding of Lanark.
Over 1000 and under 1500—(2)—Stormont, Russell.
Over 500 and under 1000—(3)—Kingston (City), Glengarry, Muskoka.
Over 250 and under 500—(2)—Thunder Bay, Parry Sound District.
Under 250—(2)—Algoma, Nipissing.

The total number of Instruments registered in 1874 shows an increase of 4908 over the number for 1873, and of 9438 over that of 1872.

The total amount of Fees received in 1874 shows an increase of $9,477.67 over the amount returned in 1873, and of $16,279.59 over that of 1872.

I. R. ECKART,
Assistant Secretary.

RETURN

To an Address of the Legislative Assembly to His Honour the Lieutenant-Governor, praying that he will cause to be laid before the House Copies of all Correspondence and Papers under the control of the Government, relating to the resignation of Dr. Workman, late Superintendent of the Toronto Lunatic Asylum, and the appointment of his successor.

By Command.

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, 6th December, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE RESIGNATION OF DR. WORKMAN, LATE MEDICAL SUPERINTENDENT OF THE ASYLUM FOR THE INSANE, TORONTO, AND THE APPOINTMENT OF DR. GOWAN AS HIS SUCCESSOR.

1875.

Jan. 7th—Letter from Dr. Workman to the Hon. the Provincial Secretary, tendering his resignation.

June 11th—Letter from Assistant-Secretary Eckart to Dr. Workman.

April 14th—Letter from Dr. Gowan to the Hon. the Provincial Secretary, intimating his intention of applying for the appointment of Medical Superintendent of the Asylum for the Insane, Toronto.

" 20th—Letter from Dr. Gowan to the Hon. the Provincial Secretary, formally applying for such appointment, and enclosing
Letters of recommendation and testimonials dated, severally, December 7, 1874, and April 16th, 17th, 19th and 21st, 1875.

" 21st—Letter from Dr. Gowan to the Hon. the Provincial Secretary, further transmitting copies of testimonials (printed).

May 1st—Letter from Dr. H. A. Nicholson, F.R.S.E., to the Hon. O. Mowat, recommendatory of Dr. Gowan.

" 14th—Letter from the Hon. Wm. McMaster to the Hon. the Provincial Secretary, enclosing testimonials of Dr. Gowan.

Asylum for the Insane,
Toronto, 7th January, 1875.

Sir—Will you be pleased, on my behalf, to tender to His Honor the Lieutenant-Governor of Ontario my resignation of the office of Medical Superintendent of the Asylum for Insane at Toronto, on the grounds of my advanced age and the consciousness of result-

ing inability to discharge satisfactorily to myself the largely augmented duties of my office. I shall await the pleasure and convenience of Government as to the date of my retirement, but I respectfully solicit that it may not be later than 1st July next, which will be the termination of my twenty-second year of service.

Most respectfully, &c.,

(Signed) JOSEPH WORKMAN, M.D.

The Honorable A. McKellar,
Provincial Secretary of Ontario.

PROVINCIAL SECRETARY'S OFFICE, ONTARIO,
Toronto, 11th June, 1875.

SIR,—Adverting to your resignation of the office of Medical Superintendent of the Asylum for the Insane, Toronto, I am directed to inform you that His Excellency the Lieutenant-Governor has been pleased to appoint Dr. Charles Gowan, Assistant Superintendent of the Worcester Asylum, England, as your successor. I am at the same time to state that Dr. Gowan will leave England for Toronto on the 1st July, and it is probable will arrive in time to enter upon the discharge of his duties between the 15th and 20th July. I am also to add that the Government has under consideration the matter of granting you a retiring allowance, and that the result will shortly be communicated.

I have the honor to be, Sir,
Your obedient Servant,

(Signed) I. R. ECKART,
Assistant Secretary.

Dr. Joseph Workman, M.D., &c., &c., Toronto.

POWICK, NEAR WORCESTER,
14th April, 1875.

SIR,—I have observed in some of the medical papers of last week, that an advertisement was inserted asking for candidates who had experience in Asylum management and the treatment of the insane, for the office of Medical Superintendent of the Toronto Asylum, and that they were to forward their applications to you for the consideration of the Government of the Province of Ontario.

I therefore beg to advise you that I intend, in correspondence with the terms of the advertisement, to apply for the appointment, and to say that I am preparing my testimonials, which I hope to be able to forward in a week or so.

Having determined to adopt this course, I would be glad to know from you whether it would be desirable for to send printed copies of my testimonials and qualifications to the individual members of the Government who make the appointment, and in that case would you be good enough to send me by the next mail a list of such gentlemen. If, however, nothing beyond the submission of my testimonials is necessary, this will not be requisite.

I have the honor to be, &c.,

(Signed) CHARLES GOWAN, M. D.

Arch. McKellar, Esq.,
Provincial Secretary of the Government
of the Province of Ontario.

POWICK, NEAR WORCESTER,
20th April, 1875.

To ARCHIBALD MCKELLAR, Esquire,
Provincial Secretary of the Government of the Province of Ontario, Canada.

SIR,—I beg to offer myself as a candidate for the office of Medical Superintendent of the Toronto Asylum, Canada.

I am twenty-eight years of age, at present unmarried, and a member of the Protestant Church.

I studied my profession at the University of Edinburgh, where I obtained the degrees of Bachelor of Medicine and Master in Surgery, and subsequently proceeded to the Degree of Doctor of Medicine, at which time I presented a graduation thesis on the treatment of insanity, which received special commendation from the Senatus of the University. I also possess the license of the Royal College of Surgeons of Edinburgh, and all my qualifications are duly registered under the Medical Act.

I have studied insanity ; the care and treatment of the insane, and the construction, regulation and management of Asylums, for upwards of four and a half years : first, at the Royal Asylum of Montrose, N. B., which contains 400 county and private patients of all classes of society, and for nearly four years in the Worcester County and City Lunatic Asylum at Powick, which contains upwards of 700 patients.

I have also visited and made myself personally acquainted with the varying arrangements of many of the large Asylums of this country.

In proof of my fitness for the office for which I am now a candidate, I beg to submit for your consideration testimonials extending over the whole course of my professional career, which comprise the opinions of many of the Professors under whom I studied, the views of the members of the Committee of Visiting Justices of this Asylum, and special references from the Superintendents under whom I have held office.

While engaged in the practice of psychological medicine, the Superintendents of several other Asylums, and gentlemen occupying a leading position in their profession, have been able, from their official intercourse with me, to form an estimate of my qualifications, and their expressions of opinion I also annex.

Should the Government of Ontario entrust me with the superintendence of the Toronto Asylum, no effort on my part shall be spared to secure the recovery, care and comfort of all the patients under my supervision, and the management of the affairs of the Institution shall invariably receive my constant and undivided attention.

I am, &c.,

(Signed) CHARLES GOWAN.

LEGACION DE CHILI, PARIS,
December 7th, 1874.

DEAR SIR,—In answer to your several letters respecting the appointment of a head physician for the Santiago Lunatic Asylum, I am instructed by the Chilian Minister to inform you that he has selected a candidate for that position, you being the second in a list of about thirty who applied for that employment.

Enclosed you will find the series of testimonials you were kind enough to send us for our perusal, and by this same post I forward to you your original diplomas in a sure and convenient envelope.

Regretting that you have been put to unnecessary trouble in this matter,

I remain, Sir,

Yours most sincerely,

CARLOS MORLS, VIEMIA,
Secretary to the Chilian Legation.

Charles Gowan, Esq.,
County and City of Worcester Pauper Asylum,
Powick, near Worcester, England.

13 Belgrave Square, London,
April 16th, 1875.

My Dear Sir,—I do not feel myself at liberty to address directly the Provincial Secretary of Ontario in reference to the merits of Dr. Charles Gowan, but I venture to think that the high character which others more qualified than I am to speak on the subject have given him, and the great advantage he has obtained from pursuing his career under your supervision, and in the Asylum which you have brought to so high a pitch of perfection, will secure for his testimonials that consideration which is due to them.

I remain, yours very truly,

Beauchamp,
J. P. for Worcestershire, and Lord Steward of the Queen's Household.

J. Sherlock, Esq., M. D.

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9 Eaton Square, London, W.,
April 17th, 1875.

My Dear Martin Curtler,—I think Dr. Gowan must be mistaken in attaching any weight to such a certificate of merit as it is in my power to give him. I must say I think the fact of Dr. Gowan having taken, for four years, a leading and active part in such a large and admirable establishment as our Asylum near Worcester, would be of more service to him than anything I can say. But as he feels desirous of such assistance as my name may give him, I cannot fairly refuse to say that I have heard him very highly spoken of, and I believe him to be fully competent to the duties of the position he now seeks.

Believe me,
Sincerely yours,
(Signed) Hampton.

M. Curtler, Esquire.

Powick, near Worcester,
April 19th, 1875.

Sir,—Dr. Charles Gowan, the Deputy Superintendent and Assistant Medical Officer of this Asylum, in conformity with the terms of the advertisement which has lately appeared in the "Lancet," intends forwarding you, by an early post, testimonials for the office of Medical Superintendent of the Toronto Asylum. Being myself fully assured of his perfect competence and fitness to undertake the office in question, from his experience in Asylum management and treatment of patients, his high professional attainments and undoubted probity of character, I beg to submit to you, for presentation to the elective body, along with his general testimonals, two letters, enclosed herewith, from noblemen resident in this county, who are thoroughly acquainted both with the working and general character which the Worcester Asylum bears in this country; and it is only due to Dr. Gowan that any collateral evidence should be presented to your authorities from such undeniable sources as Earl Beauchamp, who was formerly a member of the Committee of Visitors of this Asylum; and Lord Hampton (formerly Sir John Pakington), who has been Cabinet Minister in various capacities, in several of the Governments of this country.

It would have been quite within my power to have obtained similar testimonials from other noblemen residing in this county, but I believe that the expressions of opinion recorded in the enclosures render unnecessary a multiplication of such documentary proof. I feel, however, strongly, that a professional gentleman like Dr. Gowan, applying for a situation in one of our Colonies, should not rest his claims altogether on testimonials submitted from purely local authorities and those eminent in the department of medicine in which he is engaged, and that it was incumbent upon him, if he wished to present himself in the most favourable light to the electors of the Government of Ontario, that the highest

possible testimony should be furnished by him for their information regarding his antecedents and it is upon those grounds that I have taken the liberty of addressing you.

Dr. Gowan having been associated with me in this Asylum, in the care of the patients and its management, for nearly four years, I can confidently state that the testimonial I have myself given him is a true and candid expression of the opinion at which I have arrived in regard to his qualifications.

I have honour to be, &c.,
(Signed) JAMES SHERLOCK, M.D.,
Superintendent and Medical Officer.

Archibald McKellar, Esquire,
Toronto,
Canada.

POWICK, near WORCESTER,
21st April, 1875.

We, James Sherlock, Doctor of Medicine, and Alfred Bond, B.A., Clerk in Holy Orders, both of the Parish of Powick, in the County of Worcester, hereby certify that we have this day personally examined the manuscript testimonials of Dr. Charles Gowan, and we believe them to be the true and original documents obtained by him from the several gentlemen whose signatures are appended, and with whose handwriting, in most of the cases, we are well acquainted.

(Signed) JAMES SHERLOCK, M.D.
Edinburgh, Superintendent and Medical Officer of the Worcester County and City Lunatic Asylum.
ALFRED BOND, B.A.,
Chaplain of the Worcester County and City Asylum.

POWICK, near WORCESTER,
21st April, 1875.

SIR,—To-day I have posted, for the consideration of your Government, my application for the office of Medical Superintendent of the Toronto Asylum, accompanied by original testimonials, and certified copies of my medical qualifications.

I also take the liberty of sending, per book-post, six printed copies of my testimonials, which are more easy of reference than the originals, and tell at a glance the names and status of the gentlemen by whom they are given. I also send with this a note, certifying that all the testimonials are original and genuine. I should like to give you a few particulars about myself, which cannot well be done in a formal application. You will observe that some of my testimonials refer to another appointment—that of Northumberland, for which I was an applicant last year. The only other Asylum I have tried for was that of Santiago, for which you will see, by the enclosed letter from the Secretary of Legation, I was second out of thirty candidates.

The only reasons I have for wishing to leave Worcester are that I may have full charge of an Asylum, and so better my position, and also that my office here precludes the possibility of my being able to marry, as the Deputy Superintendent, according to the rules of our Committee, must be single.

I may add that I am 5 feet 11½ inches in height, and of strong constitution. I weigh upwards of 12 stone. Should you desire it, I shall be happy to forward my photograph on hearing from you.

Trusting you will excuse my troubling you with these personal details,
I have the honour to be, Sir,
Your obedient servant,
(Signed) CHARLES GOWAN.

Archibald McKellar, Esquire,
Toronto.

College of Physical Science, Newcastle-on-Tyne,
May 1st, 1875.

My Dear Attorney-General,—I take the great liberty of writing to urge on your consideration the claims of Dr. Charles Gowan, Superintendent of the Lunatic Asylum of Worcester, who is a candidate for the post of Superintendent of the Lunatic Asylum of Toronto. I know how difficult a matter it is to choose, amongst a number of perhaps nearly equally qualified men, and therefore, I write with great diffidence.

I believe, however, that I may fairly say that Dr. Charles Gowan has greatly distinguished himself in his present post, and that he is admirably qualified for the appointment which he is now seeking.

Once more apologizing for troubling you on this subject

Believe me, my dear Attorney-General,
Yours very truly,
H. Alleyne Nicholson.

The Honorable Oliver Mowat, Q.C., &c., &c.

The Canadian Bank of Commerce,
Toronto, Ontario, 14th May, 1875.

Sir—Understanding that Dr. Charles Gowan, of Scotland (whose testimonials and photographs I now enclose), is a candidate for the appointment of Medical Superintendent of the Toronto Lunatic Asylum, and having reason to believe that he is well qualified to discharge the duties of that position with credit to himself and satisfaction to the public, I beg to recommend him to the favourable consideration of the Administrator of the Government in Council.

Your obedient servant.
(Signed) Wm. McMaster.

The Honorable A. McKellar,
Provincial Secretary, Toronto.

Certified,
I. R. Eckart,
Assistant-Secretary.

Provincial Secretary's Office,
Toronto, 7th December, 1875.

SUPPLEMENTARY RETURN

Of Correspondence and Papers relating to the Resignation of Dr. Workman, late Superintendent of the Toronto Lunatic Asylum, and the appointment of his successor.

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, December 14th, 1875.

SUPPLEMENTARY SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE RESIGNATION OF DR. WORKMAN, LATE SUPERINTENDENT OF THE TORONTO LUNATIC ASYLUM, AND THE APPOINTMENT OF HIS SUCCESSOR.

1875.

Feb. 8th.—Extract from Mr. Inspector Langmuir's Report of his inspection of the Asylum for the Insane, Toronto, 8th February, 1875.

May 15th.—Memo. of advertisement by the Government for applications for the situation of Medical Superintendent of the Toronto Asylum, Canada, about to become vacant by the resignation of Dr. Workman.

" 17th.—Memo. Report of Mr. Inspector Langmuir on applications from candidates for the office of Medical Superintendent of the Toronto Asylum.

Extract from Inspector Langmuir's Report of Inspection of Toronto Asylum, 8th February, 1875 :—

"The resignation, owing to advancing years and declining health, of Dr. Joseph Workman, who for the past twenty-two years has filled the position of Medical Superintendent of the Toronto Asylum, followed, as I am informed it shortly will be, and for the same causes, by the resignation of Dr. Benjamin Workman, who has performed the duties of Assistant Physician for nearly twenty years, will necessitate the instalment at an early day, of a new Medical Superintendent and Assistant Physician.

"In dealing with the subject of retiring allowances, I am sure, in relation to Dr. Workman, that I need not remind the Government of the long and faithful services of this veteran in the specialty of Asylum administration in Canada, nor of the arduous and responsible character of these services. For twenty-two years he has managed, with the greatest skill and tact, the affairs of this large and important public Institution.

"That his management has given general satisfaction will not only be admitted by the general public, but also by the members of the various Governments he has served under since his appointment.

"That it has brought credit and honour to himself, the esteem in which he is held by the medical profession, and the position and rank that he holds among the members of that branch of it engaged in the same work as himself on the Continent of America, abundantly prove. I respectfully claim, therefore, that Dr. Workman is entitled to a liberal gratuity on retiring from a service of which he has been the acknowledged head in Canada for so many years, and in which service he has faithfully performed his duty to his country and humanity.

"The appointment of an inexperienced person to take the place of Dr. Workman, no matter how excellent his professional qualities may be, will be attended with many difficulties for a considerable time. Under such circumstances, it would be advisable to secure—if at all possible—the services of Dr. Workman as consulting physician for a year or two, in order that his successor may have the benefit of his large and varied experience. If, however, a gentleman is appointed who has had experience in the management of Asylums for the Insane—which course is obviously the best, and which I cannot too strongly recommend—then such an engagenent, which might be attended with conflict of authority, would be altogether unnecessary.

"Respecting Dr. Benjamin Workman's services, as Assistant Physician, which have extended over nineteen years, I can only say that during my period of office he has not only performed his duties most faithfully and conscientiously, but his kind and genial manner has won for him the esteem and respect of all who have come in contact with him. I therefore trust that a gratuity having some equivalence to the value of his long and honest services will be granted to him."

Applications will be received by the Government of the Province of Ontario, addressed to the undersigned,

UP TO THE 15TH MAY, 1875,

From regularly certified Physicians having had experience in the management and working of

ASYLUMS FOR THE INSANE,

For the position of Medical Superintendent of the Toronto Asylum, Canada, about to become vacant by the resignation of Dr. Joseph Workman.

All applications must be accompanied by duly certified testimonials as to character and position, stating age, whether married or unmarried, and length of service in an Asylum for the Insane, together with certified copies of Diplomas as Physicians or Surgeons by recognized medical authorities. Salary $2,000, or about £400 sterling per annum with furnished apartments, fuel, light, water and furnished table for family.

Appointment to take effect from 1st July, 1875.

A. MCKELLAR,
Provincial Secretary.

Office of Provincial Secretary,
Toronto, March 15th, 1875.

Re MEDICAL SUPERINTENDENT'S OFFICE,
INSPECTOR ASYLUMS, PRISONS, &C., ONTARIO,
TORONTO, May 17th 1875.

SIR,—Under the terms of the advertisement soliciting appplications for the position of Medical Superintendent for the Asylum for Insane, Toronte, all papers connected therewith, were to be transmitted to the Honourable Provincial Secretary up to the 15th

May. These applications, numbering 32, have been referred to me; and I beg to report upon them as follows:—

One of the conditions of the advertisement implied that the applicant should have had certain experience in Asylum management. Of the number who have applied, however, there are nine from the Province of Ontario who have had no experience whatever, more than that of ordinary practice. Their names are as follow, viz:

1st.	M. H. Starr,	M.D.	Georgetown.
2nd.	D. Hamilton,	"	Toronto.
3rd.	D. Clarke,	"	Princeton.
4th.	J. K. Lake,	"	Picton.
5th.	J. McL. Wallace,	"	Spencerville.
6th.	E. W. Bingham,	"	Waterloo.
7th.	Jacob Smith,	"	Ridgetown.
8th.	George Smith	"	Stratford.
9th.	J. Bridgeman,	"	Toronto.

Only one of the above named applicants from the Province of Ontario (Dr. Smith, of Stratford), has had any experience in Asylum management. He is stated to have been on the medical staff of Hanwell Asylum, for about a year prior to his coming to Canada. Of the applicants from Great Britain, seven have had only casual experience in such matters, viz.:—

1st.	F. Hewit,	M.D.,	Hants, Northumberland.
2nd.	F. C. Crossle,	"	Tandragee, Ireland.
3rd.	H. D. M. Pentland,	"	London, England.
4th.	J. T. Pennefather,	"	" "
5th.	Stewart Harris,	"	" "
6th.	Leighton Kustevin,	"	Macclesfield "
7th.	Richard O'Kelly,	"	Cork, Ireland.

The sixteen above named gentlemen may be, and no doubt are, excellent medical men, of good professional standing, and in some cases, as proved by their testimonials, ranking high in the profession; yet, still, without experience in, or practical knowledge of, the specialty of Insanity, and more particularly without experience in the domestic management of a large Institution. In these matters the risk of undertaking to educate an incompetent man would be both hazardous and costly, yet at the same time, if the training of the experienced applicant has not been varied, thorough and sound, it will avail little in obtaining efficient Asylum management.

Eminence in the medical profession should not alone be the standard for selection, unless combined with sound judgment, a knowledge of human nature, and good administrative ability. With the three latter qualifications a man of moderate professional acquirements may be better suited to the position than an unpractical man of the most scientific attainments.

Five of the applicants have had experience, either as Medical Superintendents or Assistant Superintendents in Asylums in the United States, viz.:—

1st. Dr. Hughes, at present Medical Superintendent of St. Louis Asylum.
2nd. Dr. Attwood, Assistant Superintendent, Flatbush Asylum, King's County, N. Y.
3rd. Dr. Blackmer, Assistant Superintendent United States Asylums.
4th. Dr. Bowers, Assistant Superintendent, Minnesota Hospital for Insane.
5th. Dr. Hayard, Assistant Superintendent, King's County Asylum, for one year.

The first named is the only Medical Superintendent of an Asylum who has applied for the position. He is stated to be a man of very considerable ability, though still young, holding a fair position among specialists, and as a writer on medical subjects. He has, however, the reputation of being eccentric and changeable in his views, but without per-

sonal knowledge of his character, I am not prepared to express an opinion on this matter. Dr. Ray (whose opinion is entitled to great weight in such matters) is, I observe, very cautious and guarded in his recommendation of him. The other applicants, though well recommended, are, to a certain extent, unknown in the specialty.

Dr. Bowers, who served for some time as Medical Superintendent on the death of Dr. Schautz, was born in Canada, and is well spoken of by men well qualified to judge of his ability and character.

Dr. Attwood, I believe, you had a personal interview with.

From Great Britain there are eight applicants who possess experience as specialists, and in management, although in some instances of a limited character—none having served as Superintendents, unless in the absence of the heads of Institutions to which they were attached. Some have, however, had considerable experience, and from their recommendations must be of good professional standing.

The names of these applicants are as follow:

1st. Charles Gowan, aged 28; unmarried; over four years Deputy Superintendent, Worcester County and City Asylum, England.

2nd. David Cassidy, aged 30; married; has been assistant in several Asylums for the past seven years.

3rd. Sutherland Rees Phillips, aged 28; unmarried; assistant at Devon Asylum, was Assistant Physician at the Three Counties Asylums.

4th. John Hawkes, aged 43; unmarried; fourteen years engaged in Asylums, and seven years one of the Assistant Superintendents of Hanwell Asylum (the largest in England).

5th. H. B.Patteson, aged 33; unmarried; for five years one of the Assistant Physicians of Hanwell Asylum.

6th. John Watson, aged 36; married; for six years senior Medical Officer of the County Lunatic Asylum, Prestwich, England; also, Physician to other instutions.

7th. W. R. Cumming, aged 35; for two years, and now one of the Assistant Physicians of Hanwell.

8th. Andrew Irving, aged 28; unmarried; Assistant Medical Resident Officer,Royal India Asylum, Ealing, London, for two years and now.

From this Province there are two applications from experienced Physicians, viz.:—

1st. Stephen Lett, aged 28; married; now Assistant Physician Insane Asylum, London.

2nd. S. Richardson, aged 27; for two years Chief Clinical Assistant of the Toronto Asylum for Insane.

If previous experience is to be the initial test for applicants, in filling the appointment, the number of applicants is narrowed down to fifteen, five from the United States, eight from Great Britain, and two from Ontario; or perhaps it would be more fair to consider them in inverse order, as from their acquaintance with the country, and the inner life of the Asylums, the two latter are perhaps entitled to the preference.

It will be observed, perhaps, that out of the English applicants, with the exception of Dr. Hawkes, Dr. Watson and Dr. Cumming, all are under 35 years of age, and may therefore, perhaps, lack that solidity and maturity of judgment which should characterize the Superintendent of an Asylum of so important a character as that of Toronto; it is, nevertheless certain, however, that those who are most highly recommended are under the age of thirty.

Without further comment, I beg to submit the list of names for the consideration of the Government.

In addition to the thirty-two applications for the position of Medical Superintendent, there are also four applications for the assistant Superintendency of the Asylum, which, through the resignation of Dr. Benjamin Workman, will also fall vacant on the 1st of July.

The applicants for the position are as follow:—

1st. T. S. Covernton, M.D., at present Chief Clinical Assistant in the Toronto Asylum, in which service he has been for the past four years.

2nd. T. J. W. Burgess ; was on the Clinical staff of the Toronto Asylum for about a year.
3rd. W. G. Metcalf ; was on the staff of Clinical assistants of the Toronto Asylum from August, 1871, to October, 1874.
4th. A. M. Synod ; no Asylum experience ; Assistant in the Toronto Hospital.

It is of the utmost importance that the Assistant Physician of the Asylum should be a man of good ability and address, so that in the event of the death or resignation of the Medical Superintendent, he may be worthy of promotion to the chief position in the Asylum ; and I would strongly recommend that the appointment be made with a view to that.

Dr. Covernton, the present chief of the Clinical staff, has given the greatest satisfaction in the discharge of his duties, and I believe is eminently fitted to take the place of Assistant Physician. From his knowledge of the patients, and the anatomy of the Asylum, he would be a most valuable assistant to a new Medical Superintendent.

I have the honour to be, Sir,
Your obedient servant,
(Signed) J. W. Langmuir.

P.S.—Since writing the foregoing Report, another English application has been received from Dr. Warren Hastings Diamond, a medical gentleman of considerable experience in Asylum management, and well recommended for ability ; also one from Dr. Andrew More, of Inkerman, Ontario, who has had no experience in Asylum management. —J. W. L.

Also just received the application of John S. Wilson, M.D., of Inverurie, Aberdeenshire, Scotland, who is stated to have had considerable experience as Assistant Physician in the Perth District Asylum.

(No. 19.)

Annual Statement of the Ontario Mutual Assurance Company. *(Not Printed.)*

(No. 20.)

Annual Statement of the Toronto Life Assurance and Tontine Company. *(Not Printed.)*

(No. 21.)

Statement of the Queen's Printer as to the disposal of the Ontario Statutes, since that presented at the last Session. *(Not Printed.)*

DETAILED STATEMENT

Of all Bonds and Securities recorded in the Provincial Registrar's Office since the last Return submitted to the Legislative Assembly upon the 27th of November, 1874, made in accordance with the Provisions of Statute of Ontario, 32 Vic., Cap. 29.

By Command,

S. C. WOOD,

Secretary and Registrar.

Provincial Registrar's Office,
10th December, 1875.

DETAILED STATEMENT of all Bonds and Securities registered in the Provincial Registrar's Office since last Return submitted to the Legislative Assembly, made in accordance with 32 Vic., Cap. 29, Sec. 15.

Name of Principal.	Office of Appointment.	Names and Residences of Sureties in Bond or Covenant.	Penalty in Bond or Covenant.	Date of Bond or Covenant.	Remarks.
			$ cts.		
John Hossie, Stratford	Sheriff of the County of Perth	.....	4000 00	2 Ap. 1874	Bond.
		James Crerar, Township of North Easthope	2000 00		
		James Corcoran,* Stratford	2000 00		* Substituted in place of Alexander Anderson.
Robert Gibbons, Goderich ..	Sheriff of the County of Huron	.....	4000 00	2 Jan. 1875	Covenant.
		Henry Horton, Goderich.....	2000 00		
		William Young, Tp. of Colborne..	2000 00		
Robert Needham Waddell, Cobourg	Sheriff of the United Counties of Northumberland and Durham	.....	6000 00	28 Feb. 1874	Bond.
		William B. Butterfield, Port Hope	3000 00		
		John D. Armour,* Cobourg	3000 00		* Substituted in place of John Lynn.
Robert Needham Waddell, Cobourg	Sheriff of the United Counties of Northumberland and Durham	.....	6000 00	22 Feb. 1873	Covenant.
		Lewis Ross, Port Hope	3000 00		
		James M. Ferris,* Tp. of Seymour.	3000 00		* Substituted in place of James Cumming.
Edmund Deedes, Simcoe	Sheriff of the County of Norfolk.....	.....	5000 00	23 Mar. 1874	Bond.
		Canada Guarantee Company *	5000 00		* Substituted in place of Daniel Mathews and John Beard.
Edmund Deedes, Simcoe	Sheriff of the County of Norfolk.....	.....	5000 00	do do	Covenant.
		Canada Guarantee Company *	5000 00		* Substituted in place of Thomas D. Wood and John Clark.
Archibald McKellar, Hamilton	Sheriff of the County of Wentworth..	....	12000 00	1 Aug. 1875	Bond.
		Canada Guarantee Company.....	12000 00		
Archibald McKellar, Hamilton	Sheriff of the County of Wentworth	.....	12000 00	do do	Covenant.
		Canada Guarantee Company	12000 00		
James Keays, Russell	Registrar of the County of Russell.....	.....	4000 00	19 Nov. 1869	Covenant.
		Peter McLaren, Tp. of Russell ..	2000 00		
James Wallace Askin, Sandwich	Registrar of the County of Essex	John McLaren, Tp. of Russell....	2000 00		
		.....	4000 00	7 Dec. 1872	Covenant.
		John Alexander Askin, Sandwich..	4000 00		
		John B. Gauthier, do ..	2000 00		
		Theodore Girardot do ..	2000 00		

Frederick William Haultain, Peterborough	Registrar of the County of Peterborough		4000 00	24 Jan. 1874	Recognizance.
		Robert Kingan, Peterborough	2000 00		
		George C. Hall,* Kingston	2000 00		* Substituted in place of Rev. John M. Roger.
John McKay, St. Thomas	Registrar of the County of Elgin		4000 00	16 July 1874	Covenant.
		James Carrie,* St. Thomas	2000 00		* Substituted in place of M. T. Moore.
		Archibald McLachlan,* St. Thomas	2000 00		* Substituted in place of William McKay.
James Keays, Russell	Registrar of the County of Russell		4000 00	30 July 1872	Recognizance.
		Martin Cassellman, Township of Cambridge	2000 00		
		Robert McLaren, Tp. of Russell	2000 00		
James Dickson, Goderich	Registrar of the County of Huron		4000 00	5 Jan. 1875	Covenant.
		Daniel Gordon,* Goderich	2000 00		* Substituted in place of Robert Dickson.
		James Smail,* do	2000 00		* Substituted in place of Samuel Carnochan.
John McLay, Walkerton	Registrar of the County of Bruce		4000 00	15 Ap. 1874	Recognizance.
		Joseph Barker, Vil. of Kincardine	2000 00		
		Edward McDonald,* Walkerton	2000 00		* Substituted in place of Robert Baird.
Frederick William Haultain, Peterborough	Registrar of the County of Peterborough		4000 00		Covenant.
		William Hall, Peterborough	2000 00		
		Robert Innes,* do	2000 00		* Substituted in place of Thomas M. Fairbairn.
John M. Grover, Colborne	Registrar of the East Riding of the County of Northumberland		4000 00	2 Feb. 1875	Covenant.
		Almina G. Foley,* Peterborough	2000 00		* Substituted in place of William M. Platt.
		Reuben B. Scott, Colborne	2000 00		
Samuel S. Peck, Minden	Registrar of the County of Haliburton		1000 00	29 Mar. 1875	Recognizance.
		Edwin B. Munn, Tp. of Snowdon	500 00		
		Henry Phillips, do	500 00		
Samuel S. Peck, Minden	Registrar of the County of Haliburton		4000 00	do do	Covenant.
		William Hartle, Township of Lutterworth	1000 00		
		George Jackson, Tp. of Minden	1000 00		
		John Scott, Tp. of Lutterworth	1000 00		
		Joseph Beatty, Tp. of Stanhope	1000 00		
William James Scott, Prescott	Registrar of the County of Grenville		4000 00	24 Ap. 1875	Covenant.
		James Sweeny, Prescott	2000 00		
		John Mayberry, do	2000 00		
Alfred Frost, Owen Sound	County Attorney of Grey		1000 00	16 Feb. 1875	Bond.
		William Frost, Williamsford	500 00		
		William A. McLean, Owen Sound	500 00		
Thomas Dixon, Walkerton	County Attorney of Bruce		1000 00	15 Mar. 1875	Bond.
		William Dixon, Tp. of Trafalgar	500 00		
		Jacob Dixon, Tp. of Esquesing	500 00		

DETAILED STATEMENT of all Bonds and Securities registered in the Provincial Registrar's Office since last Return submitted to the Legislative Assembly, made in accordance with 32 Vic., Cap. 29, Sec. 15.—*Continued.*

Name of Principal.	Office of Appointment.	Names and Residences of Sureties in Bond or Covenant.	Penalty in Bond or Covenant.	Date of Bond or Covenant.	Remarks.
			$ cts.		
Henry W. Peterson, Guelph.	County Attorney of Wellington	.....	1000 00		
		Alfred Wright,* Toronto	500 00		* Substituted in place of George John Grange.
		Robert Thompson,* Guelph	500 00		* Substituted in place of Charles W. Grange.
Clarence C. Rapelje, Simcoe.	Issuer of Law Stamps, County of Norfolk	.....	200 00	31 Oct. 1874	
		John G. Kilmaster, Simcoe	100 00		
		David Tisdale, do	100 00		
Frank Evans Marcon, Sandwich	Issuer of Law Stamps, County of Essex	.....	100 00	31 May 1875	
		John McEwan, Sandwich	50 00		
		George O. Leech, do	50 00		
Alfred Frost, Owen Sound ..	Issuer of Law Stamps, County of Grey	.....	200 00	3 Mar. 1875	
		Samuel McClean, Owen Sound....	100 00		
		William A. McClean, do	100 00		
Thomas Dixon, Walkerton ..	Issuer of Law Stamps, County of Bruce	.....	400 00	15 Mar. 1875	
		William Dixon, Tp. of Trafalgar..	200 00		
		Jacob Dixon, Tp. of Esquesing....	200 00		
Michael Hayes, Stratford....	Issuer of Law Stamps, County of Perth	.....	400 00	9 Ap. 1875	
		Joseph Kidd,* Carronbrook	200 00		* Substituted in place of James O'Loane.
		Henry Sewell, Stratford	200 00		
James Dingwall, Cornwall ..	Issuer of Law Stamps, United Counties of Stormont, Dundas and Glengarry	.....	400 00	6 July 1875	
		James McDonell,* Cornwall	200 00		* Substituted in place of Angus Bethune.....
		John Bergin,* do	200 00		* Substituted in place of Alexander McIntyre..
Robert F. Keays, Hamilton	Issuer of Licenses, City of Hamilton.....	.....	1400 00	10 Oct. 1874	
		John Wesley Clark, Hamilton....	700 00		
		John W. Harris, do	700 00		
James H. Ford, Port Hope..	Issuer of Licenses for East Riding of Durham ..	.....	700 00	21 Oct. 1874	
		James G. Williams, Port Hope ..	350 00		
		John Wright, do ..	350 00		
Thomas Dexter, Toronto ...	Issuer of Licenses for the City of Toronto	.....	2800 00	22 Feb. 1875	Bond.
		John Drynan, Toronto	1400 00		
		Thomas Lailey, do	1400 00		

Charles D. Curry, Minden ..	Issuer of Licenses for Haliburton	.....	500 00	13 Feb. 1875	Bond.
		George Jackson, Tp. of Minden ..	250 00		
		Francis Bowron, do ..	250 00		
Ira Lewis, Goderich	Issuer of Licenses for County of Huron	.....	2500 00	25 Mar. 1875	Bond.
		Bernard L. Doyle, Goderich	1250 00		
		James Shaw Sinclair, do	1250 00		
John Moore, Hamilton	Issuer of Licenses for City of Hamilton	.....	.....	26 May 1874	Bond.
		Dennis Moore, Hamilton	2000 00		
		William E. Sanford, do	2000 00		
William S. Campbell, Brantford	Issuer of Licenses for County of Brant	.....	2000 00	20 Sep. 1875	Bond.
		Daniel Campbell, Brantford	1000 00		
		John Y. Brown, Tp. of Brantford.	1000 00		
Clarence C. Rapelje, Simcoe.	Issuer of Law Stamps, County of Norfolk	.....	200 00	31 Oct. 1874	Bond.
		John G. Kilmaster, Simcoe	100 00		
		David Tisdale, do	100 00		
Alfred Frost, Owen Sound ..	Issuer of Law Stamps, County of Grey	.....	200 00	3 Mar. 1875	Bond.
		Samuel McClean, Owen Sound....	100 00		
		William A. McClean, do	100 00		
Thomas Dixon, Walkerton ..	Issuer of Law Stamps, County of Bruce	.....	400 00	15 Mar. 1875	Bond.
		William Dixon, Tp. of Trafalgar..	200 00		
		Jacob Dixon, Tp. of Esquesing....	200 00		
Michael Hayes, Stratford....	Issuer of Law Stamps, County of Perth	.....	400 00	9 Ap. 1875	Bond.
		Joseph Kidd,* Carronbrook	200 00		* Substituted in place of James O'Loane.
		Henry Sewell, Stratford	200 00		
James Dingwall, Cornwall ..	Issuer of Law Stamps, United Counties of Stormont, Dundas and Glengarry	.....	400 00	6 July 1875	
		James McDonell,* Cornwall	200 00		* Substituted in place of Angus Bethune.
		John Bergin,* do	200 00		* Substituted in place of Alexander McIntyre.
Frank Evans Marcon, Sandwich	Issuer of Law Stamps, County of Essex	.....	100 00	31 May 1875	Bond.
		John McEwan, Sandwich	50 00		
		George O. C. Leech, do	50 00		
John Vandal Ham, Whitby..	Deputy-Clerk of the Crown, County of Ontario..	.....	2000 00	20 Sep. 1875	Bond.
		Eliza A. E. Ham, Whitby.....	1000 00		
		William Henry Billings,* Whitby.	1000 00		* Substituted in place of George Henry Ham.
John Moore, Hamilton	Issuer of Tavern and Shop Licenses for City of Hamilton	Canada Guarantee Company	1000 00	21 May 1874	Bond.
John Shaw, Toronto	Issuer of Licenses, City of Toronto	Canada Guarantee Company	2800 00	4 Mar. 1874	Bond.
George T. Leonard, Peterborough	Issuer of Licenses, Town of Peterborough	Canada Guarantee Company	1200 00	15 Aug. 1874	Bond.
Daniel Lizars, Goderich	Issuer of Tavern Licenses at Goderich.....	Canada Guarantee Company	1000 00	1 Mar. 1873	Bond.
W. J. Macdonald, Newberg..	Provincial Land Surveyor	Canada Guarantee Company	1000 00	1 Ap. 1873	Bond.
Richard Purdom, Toronto ..	Provincial Land Surveyor	Daniel Lester, London..... / Alexander Purdom, London	1000 00	8 Aug. 1872	Bond.
Henry John Browne, do ..	Provincial Land Surveyor	Clarence W. Moberly, Toronto.. / Charles V. Berryman, do ..	1000 00	31 July 1872	Bond.
Shearman G. Bird, Barrie ..	Provincial Land Surveyor	William D. Ardagh, Barrie .... / Hamilton D. Steward, do	1000 00	30 Dec. 1872	Bond.

DETAILED STATEMENT of all Bonds and Securities registered in the Provincial Registrar's Office since last Return submitted to the Legislative Assembly, made in accordance with 32 Vic., Cap. 29, Sec. 15.—*Continued.*

Name of Principal.	Office of Appointment.	Names and Residences of Sureties in Bond or Covenant.	Penalty in Bond or Covenant.	Date of Bond or Covenant.	Remarks.
			$ cts.		
William Brown, Orillia	Provincial Land Surveyor	John Regan, Tp. of S. Orillia .. Samuel F. Robinson, Orillia	1000 00	16 Oct. 1872	Bond.
William Pearce, Toronto	Provincial Land Surveyor	John Pearce, Tp. of Dunwich .. L. Pearce, do do ..	1000 00	4 Nov. 1872	Bond.
Charles Everard Wolff, Ottawa	Provincial Land Surveyor	Frederick Sparks, Ottawa ..... Robert Hicks, do	1000 00	14 June 1873	Bond.
James Henry Reiffenstein, Ottawa	Provincial Land Surveyor	Norris Godard, do ..... Nicholas Sparks, do	1000 00	1 May 1873	Bond.
Alexander Lord Russell, Ottawa	Provincial Land Surveyor	Andrew Russell, do ..... Lindsay Russell, do	1000 00	9 June 1873	Bond.
Allan P. Patrick, Ottawa ..	Provincial Land Surveyor	Francis C. Clemow do ..... Abraham Sparks, Tp. of Gloucester	1000 00	7 July 1873	Bond.
Isaac Traynor, Mount Forest	Provincial Land Surveyor	Peter Traynor, Tp. of Egremont Dennis Mullin, Tp. of Normanby	1000 00	2 Ap. 1873	Bond.
Thomas Kains, Toronto	Provincial Land Surveyor	George Kains, Tp. of Yarmouth Joseph O. Kains, St. Thomas ..	1000 00	19 July 1873	Bond.
John F. Snow, Hull	Provincial Land Surveyor	Nicholas Sparks, Ottawa..... Richard A. Bradley, Ottawa....	1000 00	10 Mar. 1874	Bond.
Robert W. Lendrum, Vankleek Hill	Provincial Land Surveyor	William Lendrum, Township of South Plantagenet ..... Thomas A. Lendrum, Township of South Plantagenet	1000 00	7 Feb. 1874	Bond.
Edmund J. A. Armstrong, Grafton	Provincial Land Surveyor	William A. Willoughby, Grafton James G. Rogers, do	1000 00	25 Feb. 1874	Bond.
A. F. Cotton, Ottawa	Provincial Land Surveyor	McLeod Stewart, Ottawa ..... John Langton, do	1000 00	6 July 1874	Bond.
George W. Ryley, Collingwood	Provincial Land Surveyor	John P. Ryley, Collingwood.... Charles Macdonell, do	1000 00	19 Oct. 1874	Bond.
Josiah John Burrows, Ottawa	Provincial Land Surveyor	Nicholas Sparks, Ottawa..... Joseph Potter, do	1000 00	14 Jan. 1875	Bond.

William Thompson, Cannington	Provincial Land Surveyor	John Hall Thompson, Township of Brock William Cowan, Tp. of Brock	1000 00	20 Jan. 1870	Bond.
Frank Purvis, Mallorytown	Provincial Land Surveyor	George Tennant, Mallorytown Amasa W. Mallory, do	1000 00	12 Ap. 1875	Bond.
Joseph Graham, Bobcaygeon.	Crown Land Agent	Canada Guarantee Company	500 00	1 Mar. 1873	Bond.
Michael Reed, Pembroke	Crown Land Agent, District of Nipissing		2000 00	2 Ap. 1874	Bond.
		William Murray, Pembroke	2000 00		
		Richard White, do	2000 00		
Samuel G. Best, Township of Humphrey	Crown Land Agent		2000 00	9 Ap. 1875	Bond.
		Samuel Alexander, Township of Humphrey	1000 00		
		William F. Sirett, Township of Humphrey	1000 00		
John Mahon, Township of Sebastopol	Crown Land Agent		2000 00	1 Ap. 1875	Bond.
		Patrick Kelly, Vil. of Renfrew	1000 00		
		Joseph Plaunt, do	1000 00		
Amos Wright, Prince Arthur's Landing	Crown Land Agent	Canada Guarantee Company	2000 00	13 May 1875	Bond.
John F. Day, Bruce Mines	Crown Land Agent		2000 00	23 July 1875	Bond.
		Thomas Marks, Prince Arthur's Landing	1000 00		
		George Marks, Bruce Mines	1000 00		
Angus Christie, Belleville	Bursar of the Deaf and Dumb Institution		1000 00	4 May 1875	Bond.
		William Sutherland, Belleville	3000 00		
		John Cook, do	3000 00		
William Johnson, Guelph	Rector and Bookkeeper, Agricultural College	Canada Guarantee Company	4000 00	1 Feb. 1875	Bond.
Robert Mathison, London	Bursar of London Asylum		4000 00	20 June 1874	Bond.
		James Somerville, Dundas	2000 00		
		John Cameron, London	2000 00		
John Vandal Ham, Whitby.	Registrar Surrogate Court, County of Ontario		600 00	20 Sep. 1875	Bond.
		Eliza A. E. Ham, Whitby	300 00		
		William Henry Billings, Whitby	300 00		
Samuel G. Best, Parry Sound	Clerk of the 3rd Division Court, District of Parry Sound		200 00	8 Mar. 1873	Bond.
		Ebenezer Sirett, Tp. of Humphrey	100 00		
		Robert Shuttleworth, Rossian	100 00		
Henry Armstrong	Clerk of the 2nd Division Court, District of Parry Sound		400 00	6 Mar. 1872	Bond.
		Samuel Armstrong, Township of McKellar	200 00		
		William Armstrong, Township of McKellar	200 00		
Frank A. Foley, Parry Sound	Clerk of the 1st Division Court, District of Parry Sound		400 00	24 Feb. 1872	Bond.
		John McClelland, Parry Sound	200 00		
		Duncan F. Macdonald, do	200 00		
Charles Poole, Cornwall	Clerk of the 3rd Division Court, United Counties of Stormont, Dundas and Glengarry		400 00	1 Jan. 1875	Bond.
		Canada Guarantee Company	400 00		

DETAILED STATEMENT of all Bonds and Securities registered in the Provincial Registrar's Office since last Return submitted to the Legislative Assembly, made in accordance with 32 Vic., Cap. 29, Sec. 15.—*Continued.*

Name of Principal.	Office of Appointment.	Names and Residences of Sureties in Bond or Covenant.	Penalty in Bond or Covenant.	Date of Bond or Covenant.	Remarks.
			$ cts.		
James Fluke, Township of Cartwright	Clerk of the 12th Division Court, United Counties of Northumberland and Durham		100 00	19 Nov. 1873	Bond.
		Edward Bryans, Tp. of Cartwright	50 00		
		John Nesbitt, do	50 00		
Charles Clark, Bowmanville	Clerk of the 1st Division Court, United Counties of Northumberland and Durham		200 00	19 Nov. 1875	Bond.
		Francis Y. Coule, Bowmanville	100 00		
		Thomas Brodie, do	100 00		
Charles Robinson, Beaverton	Clerk of the 6th Division Court, County of Ontario		1000 00	4 May 1865	Bond.
		Robert McTaggart, Tp. of Thorah.	500 00		
		Alexander Calder, Beaverton	500 00		
Henry E. Odell, Beaverton	Clerk of the 7th Division Court, County of Ontario		1000 00	27 June 1865	Bond.
		Henry Revell, Township of Mara	500 00		
		William McPhee, do	500 00		
John Eastwood, Southampton	Clerk of the 5th Division Court, County of Bruce		400 00	2 May 1867	Bond.
		Thomas Adair, Southampton	200 00		
		John Robertson, do	200 00		
William Collins, Walkerton	Clerk of the 1st Division Court. County of Bruce		1000 00	15 Oct. 1867	Bond.
		William Brocelbank, Tp. of Brant.	500 00		
		Paul Ross, Township of Culross	500 00		
Hamilton B. O'Connor, Greenock	Clerk of the 2nd Division Court, County of Bruce		400 00	15 Ap. 1867	Bond.
		William J. Watson, Township of Greenock	200 00		
		Oliver Braden, Tp. of Culross	200 00		
Joseph Barker, Kincardine	Clerk of the 3rd Division Court, County of Bruce		400 00	14 May 1867	Bond.
		Robert Baird, Kincardine	200 00		
		William Withers, do	200 00		
George S. Burrell, Township of Cramahe	Clerk of the 8th Division Court, United Counties of Northumberland and Durham		200 00	20 Mar. 1874	Bond.
		Maitland P. Ketcham, Brighton	100 00		
		David Bradd, Tp. of Cramahe	100 00		
John Hunter, Millbrook	Clerk of the 4th Division Court, United Counties of Northumberland and Durham		200 00	18 Oct. 1873	Bond.
		Richard Fallis, Tp. of Cavan	100 00		
		John H. Wallace, Millbrook	100 00		

Donald Macdonald	Clerk of the 12th Division Court of the County of Wellington	.....	1000 00	4 July 1874	Bond.
		Thomas Thompson, Hollin.....	500 00		
		John Booth, Tp. of Maryborough.	500 00		
John Stephens, Owen Sound.	Clerk of the 1st Division Court, County of Grey	.....	2000 00	5 Nov. 1874	Bond.
		John J. Stephens, Owen Sound ..	1000 00		
		Robert Crawford, jr., do ..	1000 00		
Thornhill A. Agar, Brampton	Clerk of the 1st Division Court, County of Peel..	.....	600 00	19 Oct. 1874	Bond.
		James Craven, Tp. of Toronto....	300 00		
		Alexander Broddy, Township of Chinguacousy	300 00		
James Spencely	Clerk of the 5th Division Court, County of Renfrew	.....	1000 00	9 Sep. 1874	Bond.
		William Richards, Tp. of Grattan.	500 00		
		John Morrow. do .	500 00		
Peter Johnstone	Clerk of the 4th Division Court, County of Lennox and Addington	.....	2000 00	19 Mar. 1875	Bond.
		James Nimmo, Tp. of Camden....	1000 00		
		David S. Bell, do	1000 00		
William Whelan	Clerk of the 5th Division Court, County of Lennox and Addington	.....	1500 00	1 Mar. 1875	Bond.
		John McGrath, Tp. of Camden ..	750 00		
		Marshall B. Hawley, Tp. of Camden	750 00		
Samuel Stewart	Clerk of the 4th Division Court, County of Frontenac	.....	2000 00	15 Feb. 1875	Bond.
		Samuel F. Stewart, Tp. of Portland	1000 00		
		George Denison, do	1000 00		
Thomas Miller	Clerk of the 8th Division Court, County of Lennox and Addington	.....	2000 00	16 Mar. 1875	Bond.
		James Herchmer, Tp. of Sheffield.	1000 00		
		Luke A. Wheeler, do .	1000 00		
Charles James	Clerk of the 1st Division Court, County of Lennox and Addington	.....	6000 00	12 Mar. 1875	Bond.
		Alexander C. Davis, Napanee	3000 00		
		John Henry, do	3000 00		
Henry Pultz	Clerk of the 6th Division Court, County of Lennox and Addington	.....	1000 00	3 Mar. 1875	Bond.
		Miles Simons	500 00		
		William Ovens	500 00		
George L. Hobson	Clerk of the 1st Division Court, County of Welland	.....	1200 00	1 May 1875	Bond.
		James Bridges, Welland	600 00		
		Stewart Lamont, do	600 00		
William S. Francis.....	Clerk of the 4th Division Court, District of Algoma	.....	600 00	2 Ap. 1875	Bond.
		Alexander M. Ironside, Manitowaning	300 00		
		John Cole, Manitowaning	300 00		
William Shepheard.....	Clerk of the 3rd Division Court, United Counties of Northumberland and Durham	.....	100 00	23 Nov. 1867	Bond.
		John T. Day, Port Hope	50 00		
		Frederick Cubitt, Bowmanville....	50 00		

DETAILED STATEMENT of all Bonds and Securities registered in the Provincial Registrar's Office since last Return submitted to the Legislative Assembly, made in accordance with 32 Vic., Cap. 29, Sec. 15.—*Continued.*

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			$ cts.		
Jeremiah Cowan	Clerk of the 2nd Division Court, County of Oxford		2000 00	May 1875	Bond.
		William Crosby, Tp. of Blenheim	1000 00		
		William Hersee, do	1000 00		
John Cowan	Clerk of the 5th Division Court, County of Lanark		800 00	14 July 1875	Bond.
		William Cowan, Pakenham	400 00		
		Samuel Dickson, Tp. of Pakenham.	400 00		
Peter McCulloch	Clerk of the 5th Division Court, County of Renfrew		1000 00	21 July 1875	Bond.
		Alfred Lagree, Tp. of Bronham	500 00		
		Samuel Louin, do	500 00		
Eden A. Johnson	Clerk of the 1st Division Court, United Counties of Prescott and Russell		800 00	7 Sep. 1875	Bond.
		James Murray, jr., L'Orignal	400 00		
		John Millar, do	400 00		
Hardy P. Brush	Bailiff of the 2nd Division Court, County of Essex		800 00	18 Ap. 1872	Bond.
		John Conroy, Amherstburg	400 00		
		Thomas H. Brush, do	400 00		
Francis M. Woolcock	Bailiff of the 12th Division Court, County of Simcoe		200 00	22 Dec. 1873	Bond.
		William S. Sinclair, Tp. of Essa	100 00		
		John Guthrie, do	100 00		
Thomas George	Bailiff of the 1st Division Court, District of Parry Sound		200 00	23 Jan. 1873	Bond.
		John D. Beatty, Parry Sound	100 00		
		George Slade, do	100 00		
Duncan F. McDonald	Bailiff of the 1st Division Court, District of Parry Sound		400 00	6 Mar. 1872	Bond.
		Francis Shain, Parry Sound	200 00		
		Thomas McGowan, do	200 00		
George F. Salter, Kingston	Bailiff of the 1st Division Court, County of Frontenac	Canada Guarantee Company	500 00	1 Sep. 1875	Bond.
Samuel Neelands, Township of Saugeen	Bailiff of the 7th Division Court, County of Bruce		400 00	17 Oct. 1867	Bond.
		Andrew Neelands, Tp. of Saugeen.	200 00		
		John McIntosh, Port Elgin	200 00		
Ezra A. Healey, Walkerton	Bailiff of the 1st Division Court, County of Bruce		2000 00	4 June 1867	Bond.
		James Waterson, Walkerton	1000 00		
		John Bruce, do	1000 00		

Matthew Hunter	Bailiff of the 5th Division Court, County of Ontario		400 00	19 Sep. 1867	Bond.
		Dilmon O. Bricker, Port Elgin	200 00		
		Martin Hoover, do	200 00		
Charles Henry Scott	Bailiff of the 4th Division Court, United Counties of Northumberland and Durham		100 00	31 Mar. 1874	Bond.
		Thomas Grandy, Tp. of Cavan	50 00		
		Thomas Fallis, do	50 00		
Charles Coleman, Bowmanville	Bailiff of the 12th Division Court, United Counties of Northumberland and Durham		100 00	7 Oct. 1873	Bond.
		John McLeod, Bowmanville	50 00		
		Thomas T. Coleman, do	50 00		
Robert Cock, Tp. of Seymour	Bailiff of the 11th Division Court, United Counties of Northumberland and Durham		100 00	12 Mar. 1874	Bond.
		Stewart Cock, Tp. of Seymour	50 00		
		James Ferris, do	50 00		
Charles W. Smith, Township of Murray	Bailiff of the 10th Division Court, United Counties of Northumberland and Durham		100 00	10 Jan. 1874	Bond.
		James G. Crowe, Tp. of Murray	50 00		
		John W. Thompson, Trenton	50 00		
William Martin, Brighton	Bailiff of the 8th Division Court, United Counties of Northumberland and Durham		100 00	13 Nov. 1873	Bond.
		Matthew Ferris, Brighton	50 00		
		Alexander Martin, do	50 00		
Henry Hicks, Colborne	Bailiff of the 7th Division Court, United Counties of Northumberland and Durham		100 00	27 Feb. 1869	Bond.
		James Scougall, Colborne	50 00		
		George N. Gordon do	50 00		
George Cooper, Cobourg	Bailiff of the 5th Division Court, United Counties of Northumberland and Durham		100 00	16 Ap. 1868	Bond.
		Archibald Waddell, Cobourg	50 00		
		James Austin, do	50 00		
William H. Hogg	Bailiff of the 4th Division Court, County of Ontario		400 00	30 Ap. 1873	Bond.
		James C. Gibson, Paisley	200 00		
		William Hogg, Tp. of Bruce	200 00		
Henry William Manning	Bailiff of the 3rd Division Court, County of Simcoe		200 00	26 Ap. 1873	Bond.
		Thomas R. Ferguson, Tp. of Innisfil	100 00		
		William D. Stoddart, Township of W. Gwillimbury	100 00		
Peter Corrigan	Bailiff of the 2nd Division Court, County of Bruce		200 00	21 June 1873	Bond.
		James Somerville, Lucknow	100 00		
		Roger Cain, Tp. of Kinloss	100 00		
John Emerson Trout	Bailiff of the 8th Division Court, County of Bruce		200 00	11 June 1873	Bond.
		David Dinsmore, Wiarton	100 00		
		Joseph Crandon, do	100 00		
George Benedict	Bailiff of the 3rd Division Court, County of Hastings		1000 00	10 Dec. 1873	Bond.
		Peter Benedict, Tp. of Tyendinaga	500 00		
		Nathaniel S. Appleby, do	500 00		

DETAILED STATEMENT of all Bonds and Securities registered in the Provincial Registrar's Office since last Return submitted to the Legislative Assembly, made in accordance with 32 Vic., Cap. 29, Sec. 15.—*Continued.*

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			$ cts.		
Peter Kerr	Bailiff of the 2nd Division Court, County of Lanark	.....	400 00	5 Dec. 1873	Bond.
		Robert Pollock, Vil. of Lanark	200 00		
		Thomas Baird	200 00		
David Shaw	Bailiff of the 2nd Division Court, County of Bruce	.....	200 00	4 Mar. 1874	Bond.
		William Shaw, Drayton	100 00		
		Henry J. Powley, do	100 00		
Francis A. Loscombe	Bailiff of the 3rd Division Court, County of Bruce	.....	200 00	2 Mar. 1874	Bond.
		Henry Ussher, Walkerton	100 00		
		James Waterson, do	100 00		
Philip Spragge	Bailiff of the 1st Division Court, County of Wellington	.....	800 00	20 Mar. 1874	Bond.
		Charles Grundy, Guelph	400 00		
		John Crowe, do	400 00		
Thomas Cheatham	Bailiff of the 3rd Division Court, County of Victoria	.....	200 00	17 Ap. 1874	Bond.
		John L. Read, Tp. of Verulam	100 00		
		George Bick, do	100 00		
Joseph Melton	Bailiff of the 3rd Division Court, United Counties of Stormont and Dundas	.....	200 00	13 Ap. 1874	Bond.
		Duncan Monroe, Cornwall	100 00		
		Patrick Dennery, do	100 00		
George Marshall	Bailiff of the 7th Division Court, County of Renfrew	.....	1000 00	10 Feb. 1874	Bond.
		John Marshall, Tp. of Ross	500 00		
		James B. Marshall, do	500 00		
Archibald Acheson	Bailiff of the 2nd Division Court, County of Renfrew	.....	1000 00	31 Dec. 1874	Bond.
		David C. Chamberlain, Pembroke..	500 00		
		Edward Clark, do ..	500 00		
William Beauprie	Bailiff of the 2nd Division Court, County of Renfrew	.....	1000 00	27 Aug. 1874	Bond.
		Amos Le Barron, Tp. of Westmeath	500 00		
		Joseph Beach, do	500 00		
Thomas Crawley	Bailiff of the 8th Division Court, County of Renfrew	.....	1000 00	3 Mar. 1874	Bond.
		Thomas Reach, Tp. of Brudenel ..	500 00		
		Carl Potter, do ..	500 00		
Thomas W. Moffatt, Orillia..	Bailiff of the 6th Division Court, County of Simcoe	.....	300 00	5 Aug. 1874	Bond.
		James Millard, Orillia	150 00		
		Benjamin Gill, do	150 00		

Charles H. Robinson	Bailiff of the 6th Division Court, County of Ontario		500 00	18 Sep. 1873	Bond.
		Charles Robinson, Beaverton	250 00		
		George F. Bruce, do	250 00		
John F. Purdy	Bailiff of the 6th Division Court, County of Hastings		1000 00	16 July 1873	Bond.
		Alexander Sills, Tp. of Rawdon	500 00		
		Hawley McCoy, Tp. of Madoc	500 00		
John S. Smith	Bailiff of the 6th Division Court, County of Norfolk		2000 00	23 Mar 1874	Bond.
		Henry J. Kilmaster, Port Rowan	1000 00		
		Thomas M. Smith, Tp. of Walsingham	1000 00		
Stephen H. Washburn	Bailiff of the 8th Division Court, County of Simcoe		200 00	7 Aug. 1874	Bond.
		John Abernethy, Tp. of Tecumseth	100 00		
		Thomas Phillips, do	100 00		
Joseph B. Robinson	Bailiff of the 1st Division Court, County of Simcoe		300 00	31 Aug. 1874	Bond.
		Robert Simpson, Barrie	150 00		
		Daniel McKernan, Barrie	150 00		
Thomas Wood	Bailiff of the 5th Division Court, County of Lambton		1000 00	5 Sep. 1874	Bond.
		William Wood, Tp. of Bosanquet	500 00		
		Allan McPherson, Forrest	500 00		
John A. Mackenzie	Bailiff of the 9th Division Court, County of Lambton		600 00	13 May 1874	Bond.
		Thomas Henry	300 00		
		William J. Stirton	300 00		
Andrew Casey	Bailiff of the 5th Division Court, County of Waterloo		400 00	1 Sep. 1873	Bond.
		Christian Ernst, New Hamburg	200 00		
		John Cairns, do	200 00		
Charles J. Roos	Bailiff of the 2nd Division Court, County of Waterloo		500 00	26 July 1873	Bond.
		William C. Schleuter, Preston	200 00		
		George M. Roos, do	200 00		
Richard Thompson	Bailiff of the 6th Division Court, County of Waterloo		500 00	24 Sep. 1873	Bond.
		Henry William Peterson, Township of Woolwich	250 00		
		John W. Pearson, Berlin	250 00		
James Quigley	Bailiff of the 5th Division Court, County of Lanark		800 00	10 Ap. 1875	Bond.
		John Lowe, Vil. of Pakenham	400 00		
		James Ellis, Tp. of do	400 00		
John Simmons	Bailiff of the 6th Division Court, County of Lennox and Addington		1000 00	4 Mar. 1875	Bond.
		Sidney Warner, Tp. of Ernestown.	500 00		
		James Lewis, do	500 00		
Alexander Wallace	Bailiff of the 11th Division Court, County of Simcoe		300 00	17 Dec. 1873	Bond.
		Coll Campbell, Township of Nottawasaga	150 00		
		E. B. Sanders, Stayner	150 00		
William Mitchell	Bailiff of the 8th Division Court, United Counties of Leeds and Grenville		1400 00	1 Aug. 1873	Bond.
		William Topping, Tp. of S. Crosby.	700 00		
		Henry Laishley, do	700 00		

DETAILED STATEMENT of all Bonds and Securities registered in the Provincial Registrar's Office since last Return submitted to the Legislative Assembly, made in accordance with 32 Vic., Cap. 29, Sec. 15.—*Continued.*

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			$ cts.		
George McPherson, senior....	Bailiff of the 6th Division Court, County of Lanark	.....	800 00	27 Feb. 1875	Bond.
		William Bredin, Vil. of Carleton ..	400 00		
		George McPherson.....	400 00		
Peter F. Carscallen.....	Bailiff of the 8th Division Court, County of Lennox and Addington	.....	600 00	6 Mar. 1875	Bond.
		James Alsworth, Tp. of Sheffield ..	300 00		
		Hawley E. Thornton, do ..	300 00		
Peter F. Carscallen.....	Bailiff of the 5th Division Court, County of Lennox and Addington	.....	600 00	6 Mar. 1875	Bond.
		John Sherman, Tp. of Sheffield	300 00		
		Reuben N. Neely, do	300 00		
Jacob G. Willson.....	Bailiff of the 6th Division Court, County of Simcoe	.....	1000 00	19 Aug. 1873	Bond.
		Leonard Willson, Orillia	500 00		
		George J. Booth, do	500 00		
Jacob Loree, Listowel	Bailiff of the 6th Division Court, County of Perth.	.....	1000 00	13 Dec. 1873	Bond.
		William McKinney, Listowel.....	500 00		
		James Lee, do	500 00		
Charles B. Perry	Bailiff of the 4th Division Court, County of Lennox and Addington	.....	1000 00	13 Mar. 1875	Bond.
		Henry W. Perry, Napanee	500 00		
		Ezekiel B. Miles, Tp. of Richmond.	500 00		
Charles B. Perry	Bailiff of the 1st Division Court.....	.....	4000 00	13 Mar. 1875	Bond.
		Henry W. Perry, Napanee	2000 00		
		Ezekiel B. Miles, Tp. of Richmond.	2000 00		
Donell McDonald	Bailiff of the 3rd Division Court, United Counties of Stormont, Dundas and Glengarry.....	.....	100 00	22 Mar. 1875	Bond.
		Donald J. McDonald, Tp. of Cornwall.....	50 00		
James McKibbon.....	Bailiff of the 1st Division Court, United Counties of Leeds and Grenville	Robert Conroy, Town of Cornwall..	50 00		
		.....	2800 00	24 Mar. 1874	Bond.
		William H. Jackson, Tp. of Elizabethtown	1400 00		
		Thomas J. B. Harding, Brockville.	1400 00		
Daniel Davern	Bailiff of the 3rd Division Court, County of Lennox and Addington	.....	600 00	22 Mar. 1875	Bond.
		Amos Membery, Adolphustown....	300 00		
		Jacob H. Roblin, do	300 00		

Rowland R. Finkle	Bailiff of the 2nd Division Court, County of Lennox and Addington		800 00	23 Mar. 1875	Bond.
		Gabriel Belfour, Bath	400 00		
		Edmund McKenty, Bath	400 00		
George Vicary, Bruce Mines.	Bailiff of the 2nd Division Court, District of Algoma		200 00	8 Sep. 1873	Bond.
		Thomas Plummer, Bruce Mines	100 00		
		William H. Plummer, Sault Ste. Marie	100 00		
William F. Johnston	Bailiff of the 8th Division Court, County of Wellington		1000 00	23 Dec. 1874	Bond.
		James Tait	500 00		
		William Garbutt	500 00		
Richard Thompson	Bailiff of the 7th Division Court, County of Waterloo		500 00	24 Sep. 1873	Bond.
		Henry W. Peterson, Tp. of Woolwich	200 00		
		John W. Pearson, Berlin	200 00		
Thomas Patterson	Bailiff of the 6th Division Court, United Counties of Northumberland and Durham		100 00	22 Mar. 1875	Bond.
		George Allen, Tp. of Haldimand	50 00		
		Joseph Flynn, do	50 00		
Abraham Neelands	Bailiff of the 7th Division Court, County of Bruce.		800 00	14 Nov. 1874	Bond.
		Luke Gardner, Tp. of Arran	400 00		
		John N. Neelands, do	400 00		
James H. Mairs	Bailiff of the 11th Division Court, County of Hastings		500 00	23 Oct. 1874	Bond.
		Oliver C. Frost, Bridgewater	250 00		
		John Charles Wall, do	250 00		
Abraham H. Fordham	Bailiff of the 10th Division Court, County of Hastings		1000 00	6 Nov. 1874	Bond.
		Gideon Fordham, Tp. of Rawdon	500 00		
		John R. Outwater, Vil. of Marmora	500 00		
Walter H. Denant, junior	Bailiff of the 6th Division Court, County of Leeds and Grenville		1400 00	28 Dec. 1874	Bond.
		Henry Mott, Tp. of Bastard	700 00		
		Walter Beatty, Delta	700 00		
Richard C. Macdonald	Bailiff of the 1st Division Court, County of Welland		1000 00	1 May 1875	Bond.
		David T. Scholfield, Welland	500 00		
		John Frazer, do	500 00		
Robert Edgar	Bailiff of the 1st Division Court, County of Grey		1000 00	23 Ap. 1874	Bond.
		Robert Paterson, Owen Sound	500 00		
		David Christie, do	500 00		
John Gorley	Bailiff of the 1st Division Court, District of Algoma		600 00	2 Ap. 1875	Bond.
		Herman Tinkis, Manitowaning	300 00		
		Edward J. Mundle, Tp. of Assignack	300 00		
Alexander Mitchell	Bailiff of the 4th Division Court, County of Grey		1000 00	4 May 1875	Bond.
		David N. Cumming, Township of Collingwood	500 00		
		Thomas W. Tyson, Clarksburg	500 00		

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			$ cts.		
Henry Trout	Bailiff of the 8th Division Court, County of Bruce		200 00	27 Ap. 1875	Bond.
		David Dinsmore, Wiarton	100 00		
		Ludwig Spragg, Tp. of Albemarle	100 00		
Richard Richards, Township of Kitley	Bailiff of the 7th Division Court, United Counties of Leeds and Grenville		1000 00	6 Oct. 1874	Bond.
		Alfred Lander, Tp. of Kitley	500 00		
		Samuel Connor, do	500 00		
William Walker	Bailiff of the 5th Division Court, County of Frontenac		1000 00	26 Mar. 1875	Bond.
		David James Walker, Tp. of Storrington	500 00		
		William Duff, Tp. of Storrington	500 00		
Zina Ham	Bailiff of the 1st Division Court, County of Lennox and Addington		4000 00	15 May 1875	Bond.
		Davis H. Miller, S. Fredericksburg	2000 00		
		William Miller, Napanee	2000 00		
Prosper Deming	Bailiff of the 5th Division Court, County of Middlesex		2000 00	14 Ap. 1875	Bond.
		Nathaniel Currie, Glencoe	1000 00		
		Frederick Parr, Tp. of Mosa	1000 00		
Henry McPhall, Brockville	Bailiff of the 1st Division Court, United Counties of Leeds and Grenville		2800 00	28 May 1875	Bond.
		Frederick Schofield, Brockville	1400 00		
		James John Henderson, Township of Elizabethtown	1400 00		
Lafayette Burns	Bailiff of the 7th Division Court, County of Lambton		500 00	22 May 1875	Bond.
		Michael Bazo, Moore	250 00		
		Richard Millikin, do	250 00		
Nelson Cornwall	Bailiff of the 4th Division Court, County of Lambton		600 00	25 June 1875	Bond.
		Peter Cattanch, jr., Vil. of Sombra	300 00		
		Brock Carpenter, do	300 00		
Joseph B. Johnson	Bailiff of the 1st Division Court, County of Simcoe		1000 00	3 July 1875	Bond.
		Daniel Faragher, Barrie	500 00		
		Daniel McKernan, do	500 00		

George Loucks	Bailiff of the 10th Division Court, County of Hastings		1000 00	22 Feb. 1875	Bond.
		Robert J. Broadworth, Tp. of Marmora	500 00		
		Adam Loucks, Tp. of Marmora	500 00		
William R. Lazier	Bailiff of the 3rd Division Court, County of Hastings		1000 00	20 July 1875	Bond.
		Wm. Lazier, Tp. of Tyendinaga	500 00		
		Nathaniel Appleby, Tp. of Hastings	500 00		
John Beckham	Bailiff of the 7th Division Court, United Counties of Prescott and Russell		200 00	8 July 1875	Bond.
		Albert Kimball, Hawkesbury	200 00		
		James G. Higginson, do	200 00		
Matthew Hunter	Bailiff of the 5th Division Court, County of Bruce.		400 00	13 Aug. 1875	Bond.
		John C. Kennedy, Port Elgin	200 00		
		Richard Evans, do	200 00		
John Chittick	Bailiff of the 8th Division Court, County of Lambton		1000 00	18 Sep. 1875	Bond.
		Henry Gooden, Tp. of Enniskillen	500 00		
		John J. Wilson, do	500 00		
Matthew Vars	Bailiff of the 7th Division Court, County of Peterborough		400 00	7 Sep. 1875	Bond.
		David Rose, Tp. of Dummer	200 00		
		Thomas Rork, Tp. of Asphodel	200 00		
Samuel R. McLeod	Bailiff of the 2nd Division Court, United Counties of Stormont, Dundas and Glengarry		100 00	8 Nov. 1875	Bond.
		Angus R. McLeod, Tp. of Lancaster	100 00		
		Duncan McRae, do	100 00		
James Stuart	Bailiff of the 9th Division Court, United Counties of Stormont, Dundas and Glengarry		200 00	15 Nov. 1875	Bond.
		Donald McGregor, Tp. of Lancaster	100 00		
		Daniel Snider, do	100 00		
Andrew Cooper McKay, Sault Ste. Marie	Bailiff of the 1st Division Court, District of Algoma		200 00	20 Nov. 1875	Bond.
		John Lamming, Tp. of Korah	200 00		
		John Fletcher, do	200 00		
William Henry Eye, Cobourg.	Registrar of the West Riding, County of Northumberland		4000 00	3 Nov. 1875	Recognizance.
		John Jeffrey,* Cobourg	2000 00		* Substituted in place of A. B. Carpenter.
		Richard James Winch,* Cobourg	2000 00		* Substituted in place of John C. Field.

RETURN

To an Address of the Legislative Assembly to His Honour the Lieutenant-Governor, praying His Honour to cause to be laid before the House a Statement of amounts paid in each year from 1867 to 1875, for the repairs and maintenance of the Departmental Buildings, viz. :—Parliament House and East and West Wings.

By Command.

S. C. WOOD,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, December 10th, 1875.

STATEMENT OF EXPENDITURE

ON ACCOUNT OF

REPAIRS AND MAINTENANCE, PARLIAMENT AND DEPARTMENTAL BUILDINGS

1867-8—Parliament and Departmental Buildings, Capital Account		$69,946 07
1869—— do do		2,808 59
1870——Centre Building	$1195 69	
East Wing	517 71	
West Wing	343 37	
*Attorney General's Office	150 00	
		2,206 77
1871——Parliament and Departmental Buildings, Capital Account	1,862 38	
Centre Building	1,504 49	
East Wing	776 58	
West Wing	1,172 88	
*Attorney General's Office	300 00	
		5,616 33
1872——Parliament and Departmental Buildings, Capital Account	2,886 82	
Centre Building	4,053 29	
East Wing	1,354 19	

*Including Office Rent.

1872——West Wing	$773 95	
*Attorney General's Office	420 90	
		9,489 15
1873——Parliament and Departmental Buildings, Capital Account	11,204 68	
Centre Building	6,176 64	
East Wing	540 78	
West Wing	292 00	
*Attorney General's Office	400 00	
		18,614 10
1874——Parliament and Departmental Buildings, Capital Account	9,687 71	
Centre Building	1,372 51	
East Wing	103 56	
West Wing	414 75	
*Attorney General's Office	1,064 34	
*Public Works	634 95	
		13,277 82
		$121,958 83
1875.		
To 30th Sept.—Centre Building	1,228 56	
East Wing	293 76	
West Wing	66 25	
*Attorney General's Office	772 65	
*Public Works	959 21	
*Immigration	128 75	
		3,449 18
Total		$125,408 01

W. CAYLEY,
Auditor.

*Including Office Rent.

RETURN

To an Address of the Legislative Assembly to His Honor the Lieutenant-Governor, praying that he will cause to be laid before the House a Return showing the receipts of the Crown Lands Office in its different departments during the year 1875, up to the date of said Return, as far as can be ascertained.

By Command,
S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, December 9th, 1875.

STATEMENT OF THE RECEIPTS OF THE DEPARTMENT OF CROWN LANDS FROM 1st JANUARY TO 9th DECEMBER, 1875.

Crown Lands	$91,808 24
Clergy Lands	42,125 33
Common School Lands	53,907 49
Grammar School Lands	8,454 12
Woods and Forests	288,509 70
Casual Fees	300 49
Surveyors' Fee Fund	242 03
	$485,347 40

Thos. H. Johnson,
Assistant Commissioner.
William Ford,
Accountant.

Department of Crown Lands, 9th December, 1875.

RETURN

To an Address of the Legislative Assembly to His Honor the Lieutenant-Governor, praying His Honor to cause to be laid before the House a Return of all correspondence between the Government and the Board of Directors of the Eye and Ear Infirmary of Toronto.

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, December 10th, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "EYE AND EAR INFIRMARY OF TORONTO."

1875.

Nov. 25th.—Memorials of the President and Board of Directors of the Toronto Eye and Ear Infirmary, enclosing abstract from the statistics for the year ending 30th September, 1875, Inspector Langmuir's Report, and a Circular from the Board of Directors.

To His Honor Donald Alexander Macdonald, *Lieutenant-Governor of the Province of Ontario, in Council.*

Sir,—The President and Board of Directors of the Toronto Eye and Ear Infirmary beg leave to memorialize your Honor as follows:

Mr. J. W. Langmuir, the Inspector of Asylums, &c., as well as the Surgeons of the Infirmary, having frequently called the attention of the Directors to the great need of a more suitable building for the purpose, the Directors in 1872 took up the consideration of the subject, and they found at the outset that it was impossible to get the lease of any building in the city at all suitable for the wants of such an Institution. They despaired of being able to raise the necessary amount by private subscription for an Institution that was not local, but Provincial in its character; they also felt that the Institution had a claim upon the Local Government, fully equal to that of the Institution for the Deaf and Dumb and Blind. The Directors memorialized the Lieutenant-Governor in Council both in 1872 and 1873, and an interview was had with the Honourable Attorney-General Mowat in 1874; and as a result

of such interview it was subsequently intimated to the President that on account of the near approach to the fourth session of the present Parliament, the Government did not feel prepared to take up the question at that time. Warm sympathy was, however, at the same time expressed for the objects and aims of the Institution, and the Directors were led to hope, if not fully to expect, that the matter would be taken up by the Government this summer. As no communication has as yet been received from the Government, the Board of Directors would most respectfully call the attention of your Honor to the matter, and request that an answer be given at an early date, as it is a matter of extreme urgency to the welfare and efficiency of the Institution that the policy of the Government should be made known at as early a date as possible.

In addition to the consideration presented in a previous memorial, as well as the recent Report of the Inspector of Asylums (copies of which are hereto annexed), the Directors would respectfully submit the following :—

The superiority of special over general hospitals for the treatment of diseases of the eye and ear may be inferred from the great success that has marked the history of Ophthalmic and Aural Institutions in the old world and in some of the larger cities on this continent.

The history of the Toronto Eye and Ear Infirmary shows conclusively the need of such an Institution in the Province of Ontario.

The attendance of patients was as follows :—

First year	104	
Second year	120	
Third year	187	
Fourth year	260	
Fifth year	274	
Sixth (16 months)	514	
Seventh year	535	
And in the year just closed	634	
Making a total of	2628	patients.

An Ophthalmic and Aural Hospital should be centrally located, so as to be convenient of access for out-patients, who form the largest part of the number treated, and many of whom are obliged to attend daily, for weeks at a time (at present two infants in arms are brought to the Infirmary, and one is attended twice daily) ; and for the further reason that often, after important operations on the eye, cases require to be seen by the surgeon twice daily.

An Ophthalmic and Aural Hospital should be apart from a general hospital, because nearly all the arrangements of the former are special. It would, moreover, be unfair to the patients to subject them to the danger of contracting contagious diseases ; an operation might be followed by the total destruction of the eye from the vitiated atmosphere of a general hospital. One case of erysipelas in a hospital might render it hazardous to perform any surgical operation in the building.

A former patient of the Eye and Ear Infirmary caught the small-pox in a general hospital where he was a patient for treatment for disease of the eye.

The Eye and Ear Infirmary, Toronto, is doing a good work in developing voluntary benevolence ; about two thirds of its funds are raised outside of Government aid.

The Institution is also doing a good work in the direction of developing self-respect among its inmates ; payment for board is insisted upon, which must be paid either by the patient, his friends, or by the municipality from which he comes : exception is, however, made in favour of immigrants, lumbermen, &c. ; in short, of people who have no homes. Scarcely one-fourth of the in-patients are admitted on the free list.

We may add that, with the exception of the superintendent and matron, the services of the medical officers and all others connected with the management of the Institution is gratuitous.

On behalf of the Board of Directors,

(Signed) A. T. McCord,
President.
W. T. Mason,
Secretary-Treasurer.

To His Honor the Lieutenant-Governor of the Province of Ontario in Council.

The Petition of the President and Board of Directors of the Toronto Eye and Ear Infirmary,

HUMBLY SHEWETH:

1. That your Petitioners on the 4th instant memorialized your Honor, setting forth the great need of a suitable building and premises for an Infirmary where the poor of this Province who are affected with diseases of the eye and ear might be effectually treated.

Your Petitioners having estimated the probable cost of a suitable site and building at about twenty thousand dollars ($20,000), further set out that it would be impossible to raise that sum in the City of Toronto alone for such a purpose, and that the undertaking, being Provincial rather than local in its character, had claims upon the Local Legislature of this Province similar to the claims of the Institution for the Blind at Brantford, or for the Deaf and Dumb at Belleville.

2. In addition to what is set forth in the said memorial, your Petitioners would respectfully submit that the chief expense in the establishment and maintenance of an Eye and Ear Infirmary is on account of the intern or hospital patients, and less than one-fifth of the expense for the maintenance of the intern patients of the Toronto Eye and Ear Infirmary is on account of Toronto patients.

This appears from the fact that, of the three hundred and fifty intern patients who were maintained in the Institution up to the thirtieth September last, only sixty-three belonged to the City of Toronto, and of the entire disbursements up to that date, fully four-fifths were on account of patients from different parts of the Province

The statistics are as follows:—From the opening of the Hospital department, in 1870, to 30th September, 1875, there were sixty-three patients from Toronto, who were maintained in the Infirmary for the aggregate number of 2,773 days, and there were 277 other poor patients, principally from the Province of Ontario, who were maintained in the Infirmary for the aggregate number of 13,057 days.

Your Petitioners would further set forth that many of the out-patients are also from the country, and they doubt not that many patients who profess to belong to Toronto acquired temporary residence there for the purpose of receiving the advantages of the charity.

Your Petitioners are willing, so far as it is possible, to continue to bear this inequal burden, provided that a suitable building be provided where the patients may be more effectually treated, and for that purpose pray that a grant be made equal to one-half of the entire cost of said building.

Your Petitioners would undertake to use their best endeavours to raise an equal amount, which they doubt not they will be successful in accomplishing, and would, immediately after such grant be made, proceed to purchase a site, and erect a suitable building thereon.

Your Petitioners would further submit that an Eye and Ear Infirmary is quite exceptional in its character, that the entire number of poor persons throughout the Province who are afflicted at any one time with diseases of the Eye and Ear is not sufficiently large to make it an object for any other locality to establish a similar institution.

Your Petitioners submit to your Honourable Council the accompanying abstract of the Statistics of the Infirmary for the year closing on the thirtieth day of September, one thousand eight hundred and seventy five.

Your Petitioners therefore respectfully ask that a grant may be made to assist in the erection of a building, as set forth in the above Petition.

And your Petitioners will ever pray.

A. T. McCORD,
President.

W. T. MASON,
Secretary and Treasurer.

Toronto, Nov. 25th, 1875.

Abstract from the Statistics of the Toronto Eye and Ear Infirmary, for the year ending 30th September, 1875.

Total number of patients under treatment		634
For disease of the eye	507	
" of the ear	127	
		634
Males	370	
Females	264	
		634
Patients over 40 years of age	137	
" between 20 and 40	304	
" under 20 years	193	
		634

The religious denominations were given as follows:—

Episcopalians	219	
Roman Catholics	206	
Methodists	116	
Presbyterians	56	
Other denominations	37	
		634
The intern patients numbered	76	
Extra " "	558	
		634
Of the extra patients, there were immigrants	9	
From the County of York	60	
" other counties in Ontario	29	
" the City of Toronto	460	
		558

Of the intern patients there were—

Immigrants	5,	and	maintained	135	days.
From Toronto	9	"		601	"
County of York	5	"		336	"
Other counties in Ontario	52	"		2,939	"

The income for the year was as follows:—

From the Government, for 1875	$1,000
" " balance from 1874	500
" Municipalities' patients	1,100
" Private subscriptions	725
" Toronto Corporation (a grant)	200
	$3,525

TORONTO EYE AND EAR INFIRMARY,
21 Adelaide Street West.

INSPECTOR'S REPORT.

TORONTO, September 9th, 1875.

Statutory inspection was made by the undersigned of the Eye and Ear Infirmary in this city, on this day, on which occasion he passed over the entire house, and found it in a well-

kept and orderly state, considering the bad internal arrangements of the premises, and their unfitness for the purpose for which they are used. The dormitories, beds and bedding were clean and fairly comfortable, but the rooms were by no means cheerful in appearance. There were twelve beds made up for the patients at the time of his visit. Eleven patients were found in residence, viz., eight males and three females. They were all affected with various diseases of the eye. Seven of this number are paying for their board and lodging in the House; one is being supported by the City of Toronto; one was received from the Ontario Institution for the Blind; and one was paying half support, and one was a free patient; only one of these patients was a resident of Toronto; all the rest were received from other places in the Province (except a Mennonite Immigrant), clearly showing that the Infirmary is Provincial in its character and object. Besides the resident patients, he noted that nine external patients received treatment and medicine from the visiting Physician, Dr. Rosebrugh, on the morning of his visit—nearly all of them being residents of Toronto.

An examination of the register shewed an increase since the 1st October last in external, but a slight decrease in the number of resident patients. He was glad to be informed by the Superintendent that, notwithstanding the hard times, the subscriptions in aid of the funds of this Hospital have shown an increase over all the previous years, indicating, undoubtedly, the high appreciation of the public in its aims and objects.

The books of record were examined, and found particularly well-kept.

(Signed) J. W. Langmuir,
Inspector.

Sir,—His Excellency the Hon. John Crawford, Lieutenant Governor of the Province of Ontario, having been memorialized in Council, on the necessity of a suitable building being provided by the Government for the efficient treatment of the poor of this Province who are afflicted with diseases of the eye or ear, the President and Board of Directors of the Toronto Eye and Ear Infirmary would respectfully call your attention to the following considerations:—

First,—When the sum of $75,000 was voted for the establishment of an Institution for the blind of Ontario, during the Session of 1869 and 1870, it was expected by many members of the Legislative Assembly, and the public generally, that the proposed Institution would combine a *curative* with an Educational Department,—that it would be both a School and an Ophthalmic Hospital.

Second,—In merely providing for the education of 50 or 100 incurably blind boys or girls of the Province, the original conception has not been fully carried into effect, inasmuch as ample provision has not yet been made for the efficient treatment of the curable blind.

Third,—If it be wise and proper for the Government of Ontario to establish on an extensive scale, and maintain at a large yearly expense, an Institution for educating the hopelessly blind, it would, it is submitted, be a still wiser policy for the Government to found an Institution which has for its object the prevention of blindness and deafness among the poor of the Province, thereby not only relieving the patients afflicted with these diseases, but also providing the means for imparting the necessary skill to the students and young practitioners, who attend the Medical Colleges of this city.

Fourth,—The Toronto Eye and Ear Infirmary was established in May, 1867, and for six and a quarter years, ending September, 1873, there were 1,455 poor persons from different parts of the Province, who received gratuitous medical treatment for diseases of the eye and ear. The number of patients in attendance gradually increased from 104 the first year, to 380 the sixth. Of these 1,455 patients the large number of about 1,100 have been either cured or relieved of their affliction. Many of these patients were quite blind, and if medical skill had not been charitably extended to them, would now be hopelessly blind. In some cases, when the father of a family had been so afflicted, the whole family would have been reduced to helpless pauperism, and made dependent upon public and private charity for their maintenance, but for the relief afforded at this Institution.

Fifth,—The Toronto Eye and Ear Infirmary is not a *local* but a *Provincial* Institution, affording relief to the poor of every part of the Province—as exhibited by the Infirmary Register, and as reported to the Government from year to year. It also affords valuable clinical advantages in Ophthalmic and Aural Surgery to medical students, which cannot be

obtained in any other Institution in the Province. These students, as they settle in different parts of the country, carry the experience into practice which they have gained at the Eye and Ear Infirmary, and thereby confer a public benefit. For these reasons, among others, we submit that this Institution should be provided by the Provincial Legislature with ample grounds and commodious buildings.

Sixth.—The building now in use for the Eye and Ear Infirmary, with its few feet of yard-room, is quite inadequate for such an Institution. This has been pointed out to the Directors by the Inspector of Asylums, &c., J. W. Langmuir, Esq.; and the Surgeons of the Infirmary have frequently called the attention of the Directors to the great need of a suitable isolated building, in a central, healthy locality, with sufficient ground to enable patients to take required out-door exercise.

The Directors of the Eye and Ear Infirmary believe that they have only to bring the foregoing facts and considerations to the notice of the members of the Local Legislature, to secure sympathy and aid for this afflicted and dependent class of our fellow-subjects; and the present time is deemed to be opportune, when a warm interest is being taken on behalf of the Government Educational Institutions—for the Blind at Brantford, and for the Deaf at Belleville.

While the claims of the incurably Deaf and Blind are being fully recognised by the Provincial Government, is it not of equal, if not of peramount importance, to make ample provision for the proper treatment of those who may yet be rescued from the sad condition of incurable blindness or deafness?

On behalf of the Board of Directors,

A. T. McCord, *President.*
W. T. Mason, *Secretary.*

Directors.

A. Dredge,	W. J. Macdonell,
William Elliott,	J. H. Mason,
A. R. McMaster,	Wm. McCabe, LL.B.
R. Wilkes, M.P.	John McBean,
E. J. Palmer,	Daniel McLean.

A. M. Rosebrugh, M.D., *Surgeon.*
W. F. Coleman, M.D., M.R.C.S., Eng., *Asst.-Surgeon.*
N. Agnew, M.D., } *Clinical Assistants.*
W. H. Miller, M.D., }

RETURN

Showing the number of applications for admission to the Lunatic and Idiot Asylums during the years 1874 and 1875, giving the numbers of applications from each County, the number of applications granted and those refused: also, by Counties. The number remaining on file at the present time: also by Counties; the Order or Rules of the Department regulating the admission of Patients into each Asylum.

By Command,

S. C. WOOD,

Secretary.

Provincial Secretary's Office,
Toronto, December 1875.

Office of the Inspector of Asylums, Prisons, &c., Ontario,
Toronto, 11th December, 1875.

Sir,—I have the honour to transmit, for the information of the Legislature, the returns asked for in respect to applications for the admission of insane persons to the asylums of the Province, and the disposal of the same, for the period embraced between 1st January, 1874, and the 1st December, 1875.

These returns are necessarily made under the headings,—

1st. Application made direct to the Medical Superintendents of Asylums, under the provisions of 36 Victoria, cap. 31, section 31.

2nd. Applications made by Sheriffs to the Provincial Secretary for the removal from gaols to asylums of persons committed as being insane, and so certified, under the provisions of 36 Victoria, cap. 31, section 16.

The orders or rules regulating the admission of the first named class of patients to asylums are, that the Medical Superintendents shall select from among the applicants the most curable cases, without reference to priority of application, and very often the most recently afflicted are the most curable subjects. The Medical Superintendent, in forming his opinion in respect to curability, is governed largely by the statements in the application papers. These considerations, together with the general mental state of the patient involving danger to life or property, and the special knowledge of the Medical Superintendent in respect to insanity and its treatment, regulate the admission of patients under the provisions of 36 Victoria, cap. 31, section 31.

With respect to the second named class, as soon as the applications are received from Sheriffs they are at once referred to this office for examination and report. The reasons which govern recommendations for transfer from gaols are substantially the same as in ordinary admissions. The nature and urgency of the case, and the benefits likely to be

derived from treatment, as set forth in the papers furnished by the examining physicians and the County Judge, are the only reasons upon which a recommendation issues for transfer to an asylum. In both methods, chronics, incurables, paralytics and epileptics are, as much as possible, excluded from asylums, and all who are likely to be benefited are admitted the moment a vacancy takes place.

The applications made to Medical Superintendents during the period named numbered 1027, which includes 285 applications for transfer from gaols. When the Lieutenant Governor's warrant issues for the removal of a lunatic from a gaol to an asylum, it is transmitted to the Sheriff for execution. Before acting upon it, however, the Sheriff has to communicate with the Medical Superintendent, in order to find out if there is a vacancy. For this reason, the Medical Superintendent treats the Sheriff's notification as an application. The applications made to Medical Superintendents and the Provincial Secretary have, therefore, to be classified as follows :—

Applications made to Medical Superintendents		1027
" " to Provincial Secretary	431	
Less number included in those made to Medical Superintendents, being the number of lunatics removed from gaols	285	
	—	146
Total number of applications from 1st Jan., 1874, to 1st Dec., 1875.		1173
Disposed of as follows :—		
Awarded admission and admitted	608	
" " " declined	96	
	—	704
Number rejected for want of room, and unfitness		469

The regulations relating to the discharge of inmates from the asylums for the insane are, in respect to those admitted under the provisions of 36 Victoria, cap. 31, section 31. that the asylum authorities shall detain the person so long as he continues to be insane, in accordance with the provisions of sub-section 7 of section 31 of the before named Act.

With reference to lunatics committed to asylums under the warrant of the Lieutenant Governor, the same Act (section 17) provides, that the person so committed shall be detained " until the discharge of such prisoner is directed upon such evidence of his complete or partial recovery as may, by the Lieutenant Governor, be deemed sufficient." Section 18 of the same Act provides for the probational discharge of warrant patients, if the Medical Superintendent thinks that such a course would be conducive to recovery.

I have the honour to be, Sir,
Your obedient servant,

J. W. LANGMUIR,
Inspector.

The Honourable,
The Provincial Secretary of Ontario.

RETURN of Lunatics committed to the Gaols of the Province, and who were certified to be Insane, from the 1st January, 1874, to 1st December, 1875.

Name of County Gaols to which Lunatics were committed.	County of	Number of Lunatics committed to Gaols who were afterwards certified to be Insane, and for whom applications for transfer to Asylums were made.			Number of Lunatics who were transferred from the Common Gaols to Asylums by the Warrant of the Lieutenant-Governor.			Number of Lunatics who were left in the Common Gaols.			REMARKS.
		Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
Brantford	Brant	4	.....	4	4	1	5	.....	.....	*	*In some instances applications were received prior to the 1st January, 1874, although the transfers to Asylums did not take place until after that date, which accounts for the difference in the totals.
Barrie	Simcoe	11	6	17	9	1	10	2	5	7	
Berlin	Waterloo	3	4	7	3	1	4	.....	3	3	
Brampton	Peel	1	2	3	2	2	4	.....	.....	.....	
Brockville	Leeds and Grenville	3	4	7	2	2	4	1	2	3	
Belleville	Hastings	4	6	10	1	3	4	3	3	6	
Cayuga	Haldimand	3	2	5	1	4	5	2	... ..	*	
Cornwall	Stormont, Dundas and Glengarry	13	4	17	8	2	10	5	2	7	
Cobourg	Northumberland and Durham	7	6	13	4	3	7	3	3	6	
Chatham	Kent	4	3	7	4	2	6	.....	1	1	
Goderich	Huron	7	3	10	6	3	9	1	.....	1	
Guelph	Wellington	4	2	6	3	1	4	1	1	2	
Hamilton	Wentworth	12	8	20	6	5	11	6	3	9	
Kingston	Frontenac	8	15	23	3	8	11	5	7	12	
London	Middlesex	11	9	20	9	2	11	2	7	9	
Lindsay	Victoria	7	6	13	7	4	11	.....	2	2	
L'Orignal	Prescott and Russell	6	3	9	5	3	8	1	.....	1	
Milton	Halton	4	1	5	2	.....	2	2	1	3	
Napanee	Lennox and Addington	11	3	14	7	1	8	4	2	6	
Ottawa	Carleton	10	6	16	6	7	13	4	.....	3*	
Owen Sound	Grey	4	6	10	2	4	6	2	2	4	
Perth	Lanark	3	8	11	3	2	5	.....	6	6	
Picton	Prince Edward	2	1	3	4	.....	4	.....	1	*	
Pembroke	Renfrew	4	2	6	2	1	3	2	1	3	
Peterborough	Peterborough	5	5	10	3	3	6	2	2	4	
Simcoe	Norfolk	5	2	7	3	2	5	2	.....	2	
St. Catharines	Lincoln	9	7	16	3	3	6	6	4	10	
Sarnia	Lambton	9	5	14	8	1	9	1	4	5	
Stratford	Perth	11	3	14	7	.....	7	4	3	7	
Sandwich	Essex	2	2	4	1	2	3	1	.....	1	
St. Thomas	Elgin	.....	2	2	.....	1	1	.....	1	1	
Sault Ste. Marie	Algoma	3	.....	3	...	... ..	.....	3	.....	3	
Toronto	York	33	31	64	23	22	45	10	9	19	
Walkerton	Bruce	9	3	12	7	4	11	2	.....	1*	
Woodstock	Oxford	9	2	11	6	3	9	3	.....	2*	
Welland	Welland	1	1	2	1	.....	1	.....	1	1	
Whitby	Ontario	7	9	16	6	5	11	2	4	5	
Central Prison	.....	.....	.....	... ..	6	.....	6	.....	.....	.....	
		249	182	431	177	108	285	81	80	155†	† Six Applications prior to 1874=161.

RETURN of the Number of Applications for Admission to the Asylums of the Province from the 1st January, 1874, to 1st December, 1875, and the disposal of the same.

Counties and Cities from whence applications were received.	Number of Applications.										Admissions awarded.										Applications rejected or not returned.									
	Toronto Asylum.			London Asylum.			Rockwood Asylum.			Grand Total.	Toronto Asylum.			London Asylum.			Rockwood Asylum.			Grand Total.	Toronto Asylum.			London Asylum.			Rockwood Asylum.			Grand Total.
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.		Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.		Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
Algoma	.....	.....	.....	1	1	2	...	...	.....	2	.....	.....	.....	1	1	2	...	...	...	2	.....	.....	.....	...	...	...	...	...	...	.....
Brant	2	1	3	7	10	17	...	...	.....	20	2	.....	2	6	3	9	...	...	...	11	.....	1	1	1	7	8	...	...	...	9
Bruce	4	1	5	12	7	19	...	3	3	27	2	1	3	12	3	15	...	3	3	21	2	.....	2	...	4	4	...	...	...	6
Carleton	3	.....	3	1	1	2	5	10	15	20	2	...	2	1	1	2	2	9	11	15	1	.....	1	...	...	...	3	1	4	5
Elgin	.....	.....	.....	7	15	22	...	...	.....	22	.....	.....	.....	6	6	12	...	...	...	12	.....	.....	.....	1	9	10	...	...	...	10
Essex	.....	.....	.....	7	8	15	...	1	1	16	.....	..	.....	3	4	7	...	1	1	8	.....	.....	... ..	4	4	8	...	...	...	8
Frontenac	1	.....	1	.....	.....	.....	8	11	19	20	.....	.....	.....	.....	.....	.....	5	9	14	14	1	.....	1	..	...	...	3	2	5	6
Grey	11	4	15	2	1	3	..	2	2	20	7	3	10	1	1	2	...	2	2	14	4	1	5	1	...	1	...	...	...	6
Haldimand	.....	2	2	5	4	9	...	1	1	12	.....	2	2	3	4	7	...	1	1	10	.....	.....	.....	2	...	2	...	...	...	2
Halton	3	6	9	3	.....	3	...	.....	.....	12	1	3	4	2	.....	2	...	...	...	6	2	3	5	1	...	1	...	...	...	6
Hastings	5	6	11	1	3	4	3	2	5	20	3	3	6	1	3	4	...	1	1	11	2	3	5	...	...	...	3	1	4	9
Huron	.....	1	1	20	16	36	..	...	.....	37	.....	.....	.....	17	10	27	...	...	...	27	.....	1	1	3	6	9	...	...	...	10
Kent	1	.....	1	11	20	31	...	...	.....	32	1	.....	1	8	17	25	...	...	...	26	.....	.....	.....	3	3	6	...	...	...	6
Lambton	1	1	2	18	10	28	...	...	.....	30	1	1	2	16	5	21	...	...	...	23	.....	.....	.....	2	5	7	...	...	...	7
Lanark	6	3	9	.....	....	.....	3	4	7	16	6	.....	6	.....	.....	.....	1	2	3	9	.....	3	3	...	...	...	2	2	4	7
Leeds and Grenville	6	3	9	1	...	1	2	4	6	16	4	.....	4	1	.....	1	2	4	6	11	2	3	5	...	...	...	...	...	...	5
Lennox and Addington	4	.....	4	1	.....	1	4	1	5	10	4	.....	4	1	.....	1	3	...	3	8	.....	.....	.....	...	...	...	1	1	2	2
Lincoln	10	12	22	1	2	3	...	...	.....	25	6	4	10	1	1	2	...	...	...	12	4	8	12	...	1	1	...	...	...	13
Middlesex	.....	.....	.....	31	28	59	...	...	.....	59	....	.....	.....	28	19	47	...	. .	...	47	.....	.....	.....	3	9	12	...	...	...	12
Muskoka	.....	.....	.....	.....	.....	.....	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	.....	.....	.....	.....	...	...	...	...	...	...	.....
Nipissing	.....	.....	.....	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	.....	.....	.....	.....	...	...	...	...	...	...	.....
Norfolk	.....	1	1	5	6	11	...	1	1	13	.....	1	1	4	4	8	...	1	1	10	.....	.....	.....	1	2	3	...	...	...	3
Northumberland and Durham	14	27	41	1	1	2	...	2	2	45	9	13	22	1	1	2	...	2	2	26	5	14	19	...	...	...	...	...	...	19
Ontario	15	15	30	.....	1	1	1	4	5	36	11	6	17	.....	1	1	1	4	5	23	4	9	13	..	...	...	...	...	...	13
Oxford	16	.....	21	16	6	22	...	...	.. .	23	1	.....	1	13	3	16	...	..	...	17	.....	.....	.....	3	3	6	...	...	...	6
Parry Sound	.....	.....	.....	.....	.....	.....	...	...	.....	.....	.....	.....	.....	.....	.....	.....	...	...	...	.....	.....	.....	.....	...	...	...	...	...	...	.....

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REPORT

ON THE

SCHOOL OF PRACTICAL SCIENCE,

FROM JANUARY, 1874, TO JUNE, 1875.

To the Honourable the Provincial Secretary.

SIR,—I have the honour to submit the following Report of the progress of the School from the date of my last Report in January, 1874, to the close of the winter term of 1874-5.

The objects sought to be attained by the establishment of a School of Practical Science were three in number:

1. Technical instruction in the various branches of engineering, mining and manufactures.
2. Special instruction in the different departments of experimental science.
3. Instruction to artizans, mechanics and workmen, by evening classes, in such subjects as may further their improvement in their different callings.

As it is only the last of these three parts of the scheme which has hitherto been attempted, it will be improper to do more than revert to the great and growing importance of the first two, and to the necessity of providing, at an early day, some means by which they may be carried out.

At the present day no country can afford to omit furnishing the best means of scientific training at her command to those willing to avail themselves of it, and least of all a country whose wealth must so largely depend upon her mineral resources as our own. At the same time, however, all facilities supplied by Government for such scientific training should be the natural outcome of a need felt, and any premature attempt at forcing an elaborate scheme of scientific education on a people unprepared for it could only result in failure. It would seem, however, that the time had now arrived when circumstances would justify, and indeed demand, the adoption of some more extended and more permanent scheme. Letters are constantly being received at the School from all parts of the country, asking if the regular course has yet been instituted, and expressing a desire on the part of the writers to become students of such an institution as is proposed.

The third part of the scheme, that of affording evening instruction to artizans, has been in active operation since 1872, and the results up to the close of 1873 have been embodied in my former Reports. The names of the students attending during the first part of 1874 were given in my Report for 1873, and the classes in drawing and chemistry of that year were continued without change. In addition, however, a course of lectures on Natural Philosophy was given by Mr. Loudon.

At the close of the term, examinations were held and certificates given to successful candidates. The following is a list of those who passed the examination, arranged in order of merit:—

ANNUAL EXAMINATION, MAY, 1874.

CHEMISTRY.

Class I.

1. Cathron.
2. Stuart.
3. Armstrong.
4. Barber.
5. Ramsey.
6. Townsend.
7. Wood.

Class II.

1. Strathairn.
2. Teskey.
3. Hartman.
4. Mallory.
5. Daniell.

DRAWING.

Engineering and Architectural.

Class I.

1. Carre.
2. Mowatt.
3. McTaggart.
4. Brotherston.
5. Townshend.
6. Wooster.
7. Callie.

Class II.

1. Gibson, A.
2. George.
3. Gibson, J.
4. Irvine, W.
5. Freeman.
6. Hewitt.
7. Javine, J.
8. Churchill.
9. Currie.

Mechanical.

1. Joslin.
2. Harcourt.
3. Smith.
4. Haggert.

Free Hand.

Clare. Ewart.

In the autumn of 1874 the classes were recommenced, and a list of the names, occupations, &c., of the students attending them will be given in the Appendix. It appears from this list that the numbers attending the school during the past year were greater than during any previous year; for while the number of students during the winter of 1872-3 was 181, and the number of students during 1873-4 was 129, the number who attended the classes during the winter of 1874-5 was 189.

Of these hundred and eighty-nine, sixty-five were admitted to the Drawing class, fifty to the class in Natural Philosophy, and one hundred and eleven to the class in Chemistry. The following table gives the occupations of the students, and the number of students of each occupation :—

TABLE showing the occupations of the students of the Evening Classes at the School of Practical Science, during the winter of 1874-5.

Architects' pupils	2	Cabinet-makers	6
Booksellers	2	Carpenters	30
Bookbinder	1	Civil Engineers	2
Builder	1	Clerks	18

Coachbuilder	1	Plumber	1
Dentists	13	Porter	1
Druggists	6	Printer	1
Engineers	2	Silver plater	1
Gardener	1	Stonecutter	1
Machinists	6	Students	33
Marble-cutter	1	Teachers	4
Painters	3	Tinsmith	1
Pattern-maker	1	Veterinary students	20
Photographers	2	Wood turners	3
Physicians	2		

Lectures.

Instruction in Drawing, Architectural and Mechanical, was given by Mr. Armstrong, C. E., on Tuesday and Thursday evenings throughout the winter. The number of students seeking admission to this class was far greater than it was possible to accommodate. Only really earnest students were admitted, and the progress of the pupils in this department was most gratifying, and the work done by many of the students was of a highly creditable character.

A course of lectures on Light was given by Mr. Loudon, which was attended not only by the regular students of the School, but also by many others. The lectures were fully illustrated by experiments, the apparatus for which was procured by Mr. Loudon from London. Although not numerous nor elaborate, the instruments are of excellent quality and give great satisfaction. It is much to be regretted that on the appointment of Mr. Loudon to the Chair of Mathematics and Natural Philosophy in University College, he has resigned his position in the School of Practical Science, and I would venture to hope that some means may be found to retain the services of that gentleman if the School is to be placed upon a permanent basis, and in any event to continue his lectures during the present winter. A course of lectures on Elementary Chemistry was given, as in previous years, but in addition a class was formed for Practical Chemistry and instruction given in Chemical Manipulation and Qualitative Analysis on each Wednesday evening. At the conclusion of the term a practical examination of this class was held, at which they acquitted themselves in a highly satisfactory manner.

Examinations.

Examinations in Chemistry were held on the 17th of March and on the 27th of May, 1875. The following is a list of those who passed :—

EASTER EXAMINATION.

Chemistry.

Class I.	*Class II.*
1. Davidson.	1. Clark.
2. Teskey.	2. Shutt.
3. Thomas.	3. Reid.
4. McBride.	4. Hogarth.
5. Hendry.	5. Huott.
6. McAree.	6. McBride.
	6. Bunce.
	8. Blake.

MAY EXAMINATION.

Chemistry.

1. Coleman.
2. Thomas.
3. Davidson.
4. { Clark. Shutt.
6. McBride
7. Hendry.

The actual standing for the year, as determined by the aggregate number of marks obtained at both examinations, is as follows:—

General Chemistry.

1. Davidson.
2. Thomas.
3. Clark.
4. Shutt.
5. Hendry.
6. McBride.

An examination in Practical Chemistry was held on the 26th of May, 1875. The following is a list of those who passsed:—

Practical Chemistry.

1. McAllister.
2. Chubb.
3. { Armstrong. Coleman.
5. Daniell.

DRAWING.

Engineering.

A. Mowatt.

Architectural.

Class I.

1. Carré, T. A.
2. Mowatt.
3. Townshend.
4. McCamus.
5. Miller.
6. Collie.
7. Robins.

Class II.

1. Gerril.
2. Wells, J.
3. Wells, R.
4. Barbour.
5. Jesseman.
6. Churchill, B.
7. Reilly.
8. Churchill, J.
9. Hay.

Class III.

Arnott.

Mechanical.

Class I.

1. Joslin.
2. Townshend.

Class II.

1. Brotherston.
2. Ewart.

Free Hand.

1. Joselin.
2. Robins.
3. Miller.
4. Clare.
5. Carré.

LIBRARY.

The Library has been kept open two afternoons during the week ; and at any time persons wishing to consult any of the works are admitted on application to Mr. Hays, who has charge of the Library.

There are a great number of Patent Reports which require to be bound. In their present form they are not available for reference, and their great value makes it extremely desirable that they should be put into a shape suitable for easy consultation. There are also a number of scientific and technical periodicals which require binding.

The cost of binding these works would be about $2,000, and it is to be earnestly hoped that an appropriation will be made to cover the expense of this most necessary proceeding.

I append a list of the students attending the classes, their names, ages, birthplaces, occupations and residences. Also a list of the Instructors and Assistants engaged in the work of the School.

I have the honour to be,
Your most obedient servant,
W. H. ELLIS.

APPENDIX A.

List of Students attending the School of Practical Science during the Winter of 1874-5.

NAME.	AGE.	BIRTH-PLACE.	OCCUPATION.	CITY RESIDENCE.	FROM.	SUBJECTS TAKEN.
Ashley, T. H.	18	England	Student, Trin. College.	Seaton street	Woodbridge	Chemistry.
Anderson, J. A.	32	Canada	do Vety. College.	Jarvis street	Oakville	do.
Aldridge, C.	23	do	Bookseller	31 Temperance street	Toronto	Natural Philosophy.
Armstrong, R. W.	18	do	Drug clerk	64 Hayter street	do	Chemistry.
Alexander, G.	16	do	Student	Rosedale	do	Practical Chemistry.
Atkinson, S.	20	do	do Vety.	20 Shuter street	Nelson	Chemistry.
Armstrong, C.	32	England	Wood-turner	278 Spadina avenue	Toronto	Prac. Chemistry & Nat. Philosophy.
Armstrong, Wm.	20	Canada	Teacher	Don Mount	Scarborough	Chemistry.
Bain, W.	19	do	Carpenter	339 Queen street west.		Drawing.
Blake, F. L.	21	England	Student (Surveying)	Spadina avenue		Chemistry.
Bond, F. C.	19	Canada	Student	Adelaide street east	Goderich	do
Bailey, R.	21	do	Silver-plater	Yorkville		do
Bailey, J.	20	do	Carpenter	do		do
Bell, E.	30	England	do	Seaton street		Natural Philosophy.
Brown, H.	49	Ireland	Teacher	Yorkville		Chemistry.
Blandon, W.	21	Canada	Dentist	8 Bond street		do
Boswell, W. F.	31	do	Student	Queen's park		do and Natural Philosophy.
Beatty, J.	37	do	do Vety.	188 Adelaide st. west	Cobourg	do
Brodie, C. J.	22	do	do do	do do	Stouffville	do
Bubb, W.	24	England	Carpenter	148 Elizabeth street		Drawing.
Baines, A. M.	22	Canada	Student	Simcoe street		Chemistry.
Bradshaw, J.	18	do	Clerk	Parliament street		Natural Philosophy.
Collins, J.	24	England	Student	Toronto		Chemistry and Natural Philosophy.
Clark, L.	32	Canada	Teacher	80 Tecumseth street		do
Coleman, R. H.	18	do	Student	362 Church street		do and do
Coleman, W. F.	35	do	Physician	do do		do and do
Cameron, J.	24	Scotland	Carpenter	152 King street		Drawing.
Carson, T. L.	20	Canada	Student, Vety. College.	188 Adelaide st. west		Chemistry.
Campbell, D. O.	23	do	do do	68 do do		do
Cathron, R. L.	17	do	do	163 Mutual street		do and Natural Philosophy.
Chubb, S. J.	25	England	Cabinetmaker	9 Centre street		do and do
Carter, R.	17	Canada	Painter	42 Wellington street		Natural Philosophy and Drawing.
Churchill, J.	21	do	Carpenter			Drawing.
Churchill, B.						do

Collier, J.	15	Canada	Wood-turner	Denison avenue		Drawing.
Campbell, J.	24	Scotland	Carpenter	74 Hayter street		do
Currie, T.						do
Camp, G. F.	19	England	Student	135 Simcoe street		do
Cooney, P.	16	Canada	Carpenter	37 Esther street		do
Caldwell, W.	18	do	Bookseller	102 Ontario street		Chemistry.
Campbell, F. E.	21	do	Surgeon	102 Bay street		Chemistry and Natural Philosophy.
Douglass, D. M.	23	do	Student, Vety.	20 Shuter street	E. Gwillimbury	Chemistry.
Doan, H. C.	17	do	do	601 Yonge street		do
Davidson, C. A.	29	do	Dental student	76 Hayter street	Belleville	do
Davidson, A.	20	do	Student	Seaton street	Berlin	do
Dent, J.	20	England	Machinist	71 Elm street		Natural Philosophy.
Dillon, J. A.	30	United States	Student	102 Shuter street		Chemistry and Natural Philosophy.
Dunbar, W. A.	34	Scotland	Student, Vety.	Walton street	Florence	do and do
Dawson, H. J.	16	Canada	Carpenter	Toronto		Drawing.
Dickey, J. W.	19	do	Machinist	Sullivan street		do
Dick, N.	16	do	Architect	Toronto		do
Davidson, J.	17	do	Carpenter	254 Front street		do
Ewart, J.	16	do	Architect pupil	171 Gerrard street		do
East, H. M.	18	England	Student	298 Yonge street		Natural Philosophy.
Emery, W.	19	do	Carpenter	Alexander street		do
Elder, J. W.	33	Canada	Student, Vety.	Shuter street		Chemistry.
Fraser, A. R.	17	do	Druggist assistant	92 Adelaide street		do
Fisher, R. M.	24	do	Dentist	106 Shuter street		do
Fownes, A.	26	do	Student, Vety.	45 King street west	Ulvery, P.E.I.	Chemistry and Natural Philosophy.
Fox, W. W.	21	United States	Clerk	27 Walton street		Natural Philosophy.
Figgel, J. A.				Toronto		Drawing.
Galand, J.	33	Canada	Student, Vety.	Jarvis street	Weston	Chemistry.
Garner, W.	18	do	do	Grosvenor street	Beaverton	do
Geikie, A.	17	do	do	Gerrard street		do
Golden, E.	34	do	do Vety.	Church street	Weston	do
Galbraith, F. H.	18	do	do	160 Carleton street	Hamilton	do
Grant, J.	36	England	Clerk	54 Walton street	Bosanquet	do
Gilbert, G. W.	24	Canada	Student	Parliament street	St. Thomas	do
Gray, J. H.		do	Machinist	Toronto		Drawing.
Gerry, G.	15	do	Carpenter	Yorkville		do
Gerry, A.	29	do	do	20 Richmond street		do
Gibson, F.	19	do	Plumber	Toronto		do
Gibson, A.	21	do	do	do		do
Greig, R. W.	22	United States	Student	Queen's park		Chemistry and Natural Philosophy.
Graham, C. A.	20	do	Clerk	135 Richmond street		do and do
Gilbert, W.	28	England	do	102 Shuter street		do and do
Gunn, A.	17	Canada	Student, Yety.	Grosvenor street		do and do
Glagher, C. F.	26	do	Carpenter	Nelson street		do and do
Gibson, A.	21	Scotland	Plumber	7 Mutual street		Natural Philosophy.
Hood, T. A.	26	Canada	Student	Adelaide street	Scarborough	Chemistry.

APPENDIX A.—*Continued.*

LIST OF STUDENTS attending the School of Practical Science during the Winter of 1874-5.

NAME.	AGE.	BIRTH-PLACE.	OCCUPATION.	CITY RESIDENCE.	FROM.	SUBJECTS TAKEN.
Howell, C.	17	United States	Printer	46 Maitland street		Natural Philosophy.
Harrison, G.	40	Ireland		King street		do
Hewett, T.	19	Canada	Druggist assistant	King street east		Chemistry.
Hinman, W. J.	20	do	Student	188 Adelaide street	Grafton	do
Haslam, S.		England	Marble-cutter	Toronto		Drawing.
Henderson, J.						do
Hastings, T.	25	England	Gardener	25 Hayden street		do
Harcourt, J.	22	Canada	Wood-turner	Niagara street		Natural Philosophy and Drawing.
Hogarth, T.	27	do	Teacher	Don Mount		Chemistry.
Horn, D.	25	Scotland	Clerk	355 Jarvis street		do
Horsey, G. T.	28	Canada	Dentist	76 Hayter street	Kingston	do
Harvey, F. N.	24	do	do	518 Yonge street		do
Hall, G. A.	28	do	Student	59 Grosvenor street	Paris	do
Jesseman, A.	24	Scotland	Carpenter	King street east		Drawing.
Jelour, J.	19	Canada	Pattern-maker	48 Richmond street		do
Joss, J.	23	Scotland	Carpenter	152 King street		do
Kennedy, O. W.	27	Canada	Student	Bond street	Newmarket	Chemistry.
Kinning, H.	22	do	do	42 Walton street	Elmira	do and Natural Philosophy.
Kippay, H.	28	England	Civil engineer	92 Adelaide st. west		Drawing.
Kerr, T.	18	Canada	Carpenter	195 Niagara street		do
Lowman, J.						do
Lakeman, E. B.	20	Canada	Druggist	105 King street		Chemistry.
Lowe, S.	18	England	Photographer	101 Sydenham street		do and Natural Philosophy.
Locke, A.	24	United States	Carpenter	Yorkville		Drawing.
Malcom, H. F.	19	Scotland	Hardware clerk	56 Walton street		Chemistry.
Muller, T. M.		Canada		Toronto		do
Morton, J.	38	Scotland	Stone-cutter	St. Patrick street		do
Millard, H.	27	Canada	Dental student	12 Wood street		do
Morton, L.	35	do	Carpenter	95 Richmond street		Drawing.
Marten, O.	23	England	Cabinetmaker	202 Victoria street		Natural Philosophy.
Mahoney, J.	18	Canada	Clerk	144 Yonge street		Chemistry and Natural Philosophy.
Mitchell, J.	20	Scotland	Cabinetmaker	41 Richmond street		Natural Philosophy.

Musgrove, J. A.	28	Canada	Clerk	214 Sherbourne street..		Chemistry.
Monckton, A.	19	do	Druggist assistant	61 Renfrew street		do
Morrison, J.	22	do	Dentist	11 James street	Caledon	do and Natural Philosophy.
Mitchell, G.	25	Scotland	Cabinetmaker	41 Richmond street...		do and do
Mills, W. A.	20	Canada	Carpenter	74 Ann street		Drawing.
Munro, D.	30	Scotland	do	Shepherd street		do
Martin, J. C.	26	Canada	Tinsmith	47 Gerrard street		do
McArthur, J.	20	do	Coachbuilder	Toronto		do
McDonnell, C. S.	21	do	Salesman	362 Church street		Chemistry.
McIntyre, D. A.	25	do	Clerk	93 Clover Hill		Natural Philosophy,
McAndre, J.		do	Civil engineer	180 Parliament street..		Chemistry and Drawing.
McKay, W. M.	24	do	Student	Parliament street	St. Thomas	Chemistry.
McDonald, C. C.	20	do	Clerk	362 Church street		Natural Philosophy.
McBride, R. H.	35	do	do	105 Bond street		Chemistry.
McKay, F. F.	19	do	do	144 George street		do
McGregor, J.	25	Scotland	Carpenter	100 Duke street		do
McKenzie, R.	25	do	Student	109 Brock street		do
McDonald, R.	19	Canada	Bookbinder	Parliament Buildings..		do and Natural Philosophy.
McBride, C. A.	18	do	Druggist assistant	105 Bond street		do
McCollem, A. M.	21	do	Student, Vety.	82 Richmond street...	Campbell Cross....	do
McNulty, J.		do		Toronto		do and Natural Philosophy.
McCamus, R.	26	do	Carpenter	William Henry street..		Drawing.
Nicholls, J. N.	29	Ireland	Student, Dental	King street		Chemistry.
Price, J. E.	28	Canada	do do	Yonge street		do
Park, G.	20	Scotland	Carpenter	35 Terauley street		Drawing.
Pitt, R.		Canada	Machinist	Toronto		do
Pearson, H. T.	21	do	Dental student	80 Bond street	Berlin	Chemistry.
Playter, E.	21	do	do do	164 Jarvis street		do
Rodgers, S	17	do	Machinist	103 Bay street		Natural Philosophy and Drawing.
Robertson, H.	28	Scotland	Carpenter	128 Duchess street		Drawing.
Robins, H.						do
Russel, J.	13	Canada	Student	11 Suffolk place		Chemistry.
Rodden, H.	25	do	Carpenter	133 Richmond street..		do
Reid, S.	17	do	Painter	84 Duke street		do
Robinson, J. W.	27	do	Law student	54 Walton street	Milton	do
Robinson, C. L.	35	do	Student, Vety.	Jarvis street	Prince Albert	do
Riley, J.	30	do	Carpenter	123 University street..		Drawing.
Richardson, A.	25	Scotland	do	34 Terauley street		do
Shick, F.						do
Somers, A.	15	Canada	Cabinetmaker	76 Denison avenue		do
Stallman, J.	23	United States	Carpenter	144 York street		do
Steward, R. D.	28	do	Student	Grosvenor street	New York	Chemistry.
Stewart, W. W.	35	Canada	do Vety.	82 Richmond street...	Sand Hill	do
Stephen, R. N.	19	do	do	Seaton street	Collingwood	do
Shutt, F.	16	England	do	Yorkville		do
Stowe, J.	35	Canada	Dentist	Church street		do

APPENDIX A.—*Continued.*

LIST OF STUDENTS attending the School of Practical Science during the Winter of 1874-5.

NAME.	AGE.	BIRTH-PLACE.	OCCUPATION.	CITY RESIDENCE.	FROM.	SUBJECTS TAKEN.
Standish, J.	22	Canada	Student, Vety	20 Shuter street	Georgetown	Chemistry.
Spence, J.	21	Ireland	Clerk	59 Alexander street		Natural Philosophy and Drawing.
St. Clair, Walker J.	23	Canada	Student	20 Shuter street	Coldsprings	Chemistry.
Turnbull, M.	40	Scotland	Cabinetmaker	23 Nassau street		Natural Philosophy.
Turner, M.		Canada	Machinist	Toronto		Drawing.
Thomas, A. W.	15	do	Clerk	Alexander street		Chemistry.
Taylor, C.	24	do	Student, Vety	11 James street	Hornby	do and Natural Philosophy.
Turner, A.	21	do	do	Seaton street		Natural Philosophy.
Thompson, J.	17	do	Painter	364 Yonge street		Chemistry and Natural Philosophy.
Thompson, S. G.	22	do	Builder	109 Wellington street		do and do
Tottenbull, J.	25	Scotland	Clerk	Wellington street		Natural Philosophy.
Tennant, D. H.	20	Canada	Student	20 Shuter street	London	Chemistry.
Townsend, C.	17	do	do	Toronto		do and Drawing.
Teskey, E. A.	24	do	do	Church street		do
Waddell, W.	29	England	Engineer	Kingston road		do
Watt, D. H.	30	Scotland	Student	54 Walton street		do
Walton, L. A.	21	Canada	Clerk	84 Terauley street		do and Natural Philosophy.
Wright, O.	19	England	Photographer	234 Carleton street		Natural Philosophy.
Wright, J. B.	23	Canada	Student, Vety	Bay street	Colchester	Chemistry.
Wood, J. S.	25	Scotland	Carpenter	35 Terauley street		Drawing.
Wright, A.	26	England	Engineer	62 King street		Chemistry, N, Philos. and Drawing.
Wooster, T.						Drawing.
Watson, J.	26	Ireland	Porter	276 Richmond street		Chemistry.
Willmot, J. B.	37	Canada	Dentist	42 Church street		do

APPENDIX B.

NUMBER OF STUDENTS attending the School of Practical Science during the Winter of 1874-5.

CLASS.	INSTRUCTOR.	ASSISTANT.	NUMBER OF STUDENTS.
Drawing	W. Armstrong, C.E.	C. Armstrong	65
Natural Philosophy	J. Loudon, M.A.	T. Heys	50
Chemistry	W. H. Ellis, M.B.	T. Heys	111

SCHOOL OF PRACTICAL SCIENCE.

SUPPLEMENTARY REPORT.

17th December, 1875.

To the Honourable the Provincial Secretary,

SIR,—I have already submitted for the information of His Excellency a Report on the School of Practical Science, up to May of the present year. In addition, I have the honour to submit the following Report of the work done during the present winter.

The evening classes were recommenced on Monday, October 4th, and are now in operation.

In my own department, lectures on Elementary Chemistry have been given on each Monday and Friday evening. The number of students attending the class is fifty. I append a list of their names, ages, occupations and residences.

Instruction to more advanced students in Chemical Manipulation and Qualitative Analysis has been given on each Wednesday evening. To cover the expense of chemicals and apparatus, a fee of $10 has been charged for admission to this class.

I enclose the Reports of Mr. Armstrong and Professor Loudon.

I have the honour to be,
Your obedient servant,
W. H. ELLIS.

TORONTO, December 17th, 1875.

To the Honourable S. C. WOOD,
Provincial Secretary for Ontario.

SIR,—At the request of the Honourable the Provincial Treasurer, I beg to submit to you the following brief statement, by way of addition to the reports of Dr. Ellis and Mr. Armstrong on the School of Practical Science, in order that the Legislature may be precisely informed of the character of the instruction which has been given there during the last three years, and of the place which such teaching occupies in the general plan contemplated in the Act constituting the School. The impression seems to prevail in some quarters that the Institution has all along been in a position to provide the training of a regular Engineering College or School of Science, and to afford at the same time the educational advantages of a thoroughly equipped Mechanics' Institute. Much more indeed has been expected from the School, and it is therefore all the more necessary that its present functions should be clearly understood, in order that those who look in vain for the realization of their expectations may not be disappointed. The existing arrangements are, as I have always understood them, merely temporary, and in no way intended to carry out the very comprehensive aims foreshadowed in the Act aforesaid. An experiment has been tried

thus far which certainly cannot, such as it is, be pronounced unsuccessful; but, in conducting this experiment, no pretence has been made of providing instruction in Engineering, or of carrying out any general scheme of evening classes for artisans. The reports of Dr. Ellis and Mr. Armstrong will have informed you of the character of the instruction given to their respective classes. With reference to the lectures which I myself delivered prior to my resignation, I may say that they were chiefly experimental, the subjects being restricted to two branches of Natural Philosophy. The part, which such instruction as has been given in the School plays in the general scheme already referred to, is comparatively small, and will be better understood after a brief reference to the proposals which have been made to meet the educational requirements of the country at large. To meet these needs it was proposed (1.) To supply instruction in the various branches of Engineering and in Chemistry as applied to the Arts and Manufactures; and (2.) To encourage a more practical study of the Physical Sciences. These two objects constitute the main features of the scheme, and are, it may be remarked, perfectly definite and entirely distinct from one another. Under the first head comes the wide subject of Engineering, embracing the sub-divisions of Civil, Mechanical and Mining Engineering. With regard to these and all other *professional* subjects I hold that *where the demand is sufficiently large for such training*, it is best to provide a separate School, independent, that is to say, of the control of an Arts faculty. The functions of such a School, at the beginning of last year, were described by me in a communication to the press, in which I took occasion to point out that there ought to be at least five Professors on the staff of such an institution. These would be required to give instruction in such subjects as Drawing, Mathematics, Applied Mechanics, Surveying, Assaying, Metallurgy, Civil Engineering, &c. The question of the existing need for such an independent School I have never discussed; but I think that, before undertaking such a burden as its support would involve, the country should be clearly informed that the immediate outlay required for mere outfit would be very large, whilst the cost of maintenance would be at least $15,000 per annum. Such an expenditure ought not to be incurred unless the demand for trained Engineers is very large indeed. It must, moreover, not be forgotten that the above outlay would be incurred solely for the teaching of Engineering and Applied Chemistry; whilst the still more important object—the promotion of the practical study of the Physical Sciences—would remain to be provided for. Such provision ought certainly to be made in connection with the University of Toronto, where, by a moderate outlay for necessary additions, the country could be placed in possession of a good Physical Laboratory in which students could receive that practical instruction which makes the teaching of science really effective. Until such additions are made and the Library and Museums placed on a proper footing, the Physical Sciences will not have received the encouragement which the times require.

Taking into account the circumstances of the country, I now proceed, as requested, to offer the following suggestions with regard to the best means of compassing the objects already referred to.

With regard to the subject of Engineering, it would be amply sufficient, in my opinion, to establish a chair of Civil Engineering in University College, where a competent Professor could give all the necessary instruction (as is done elsewhere under like circumstances), in Drawing, Surveying, Applied Mechanics, and Civil and Mechanical Engineering; whilst the requisite training in the subjects pertaining to mining Engineering, such as Assaying, Metallurgy, &c., could be received at the hands of Professor Chapman, who would require for the purpose a small laboratory and the aid of an assistant.

In connection with the department of Chemistry there is a very considerable demand in the country for practical laboratory instruction in Qualitative and Quantitative Analysis. To meet this demand more accommodation and teaching power are required than University College can at present afford; but the necessities of the case will be fully met by appointing a skilled assistant to Professor Croft, and furnishing additional accommodation and apparatus.

The cost of outfit for the above purposes will be comparatively small; a considerable outlay, however, will be required to provide physical apparatus for the experimental illustration of the subjects of mechanics, sound, heat, light, &c. As there is not sufficient accommodation in University College for depositing such instruments, the present building must be enlarged. All the accommodation that is needed, however, may be found in a

structure of very moderate dimensions, placed in immediate connection with the University building, and containing rooms for

(1.) Physical Apparatus.
(2.) Laboratory for Quantitative Analysis with balance room.
(3.) Laboratory for Assaying, &c.
(4.) Physiological Laboratory.
(5.) One Lecture Room.

Such a building and apparatus together with the appliances already in the possession of University College, would constitute a tolerably good Physical Laboratory.

The cost of carrying out the various parts of the above scheme may be distributed as follows:

MAINTENANCE.

SALARIES—

Professor of Engineering	$2500 00	
Assist.-Professor of Chemistry	1500 00	
Asst. in Assay Laboratory	600 00	$4600 00
HEATING, repairs, &c.		600 00
Total		$5,200 00

An annual appropriation should also be set aside for the purpose of increasing the the different collections in the Natural History Museum, in the Mineralogical and Geological Museums, and for adding occasionally to the apparatus of the different laboratories.

OUTFIT.

APPARATUS—

Natural Philosophy and Engineering	$10,000 00	
Chemistry, Mineralogy and Zoology	4,000 00	
		$14,000 00
ADDITIONS to University building for Physical Laboratory		20,000 00
Total		$34,000 00

In connection with the question of the promotion of science in general, there are two subjects which are sometimes confounded with the matters already referred to. Many persons fail to distinguish between the scientific training of an Arts or Engineering student, on the one hand, and the education of the artisan classes, and the teaching of popular science, on the other. The latter constitutes entirely different questions, whose solution depends in no way on that of the former. Where there is a large artisan class, I am free to admit that it is well to furnish those whose early education has been neglected with facilities for improving themselves. Such classes, however, form no necessary adjunct to a School of Science, although they may be carried on in connection therewith. Under any circumstances, the Mechanics' Institute is the proper place for such instruction to be given. With regard to the question of Popular Science lectures, on the other hand, legislation can do almost nothing. It is only in a very large community that we may expect to find a sufficient number of individuals to take a permanent interest in such subjects; and even there appreciative audiences are more easily obtained than successful lecturers. I entertain the hope that something will be done ere long towards establishing, in a small way, a few short courses of such lectures in connection with the Canadian Institute Established, as that Institution is, for the promotion of original research in science, it is, I

conceive, at the same time the proper place to which we should look for the best popular lecturers that the country can produce. Whilst, however, the Canadian Institute is worthy of every encouragement the Government can bestow, so far as the promotion of original research and the publication of its Journal are concerned, I consider that any scheme for establishing such lectures there should be supported by the citizens of Toronto, and not by the Province at large.

In conclusion, I may be permitted to express the hope that the suggestions which I herewith submit will commend themselves to your consideration, and that the vexed question of the encouragement of science will shortly receive a satisfactory solution at your hands.

I have the honour to be, Sir,
Your obedient servant,
J. Loudon.

School of Practical Science,
Toronto, December 1st, 1875.

Drawing Department.

To Hon. S. C. Wood, *Provincial Secretary.*

Sir,—In accordance with your desire, I have the honour to make the following statement with regard to the classes in Engineering and Architectural Drawing. The statement of attendance for the Session of 1874 is embodied in the Report of Dr. Ellis. This Session commenced on the 1st of October, and I was obliged to refuse admission to a large number, as the drawing rooms were quite filled; in all cases the names and addresses of applicants were taken, and as vacancies occurred they were filled from that list. An inspection of the work done in the school must convince the most casual observer that the mechanics forming the classes are possessed of high intelligence, as evinced by the rapid advancement towards perfection in the different styles of drawing. Several mechanics have returned to the school to express their gratitude for the instruction they had received, which had been the means of advancing them in their different callings. In all cases the pupils are first put through a course of rudimentary linear and geometric drawing, after which the teaching of constructive drawing is commenced. Although the original prospectus only named engineering and architectural drawing, I have given instruction in the following classes, viz.:—Engineering, architectural, mechanical, ornamental design, free hand, landscape and perspective. A class has been formed to attend a course of lectures on "Drawing from Objects," and how to teach drawing. The lectures are attended by a highly educated class of men; several students in the engineering course at the University have attended the drawing classes, and one of them has become the best draughtsman in the school.

It must be gratifying to you and the Government to find such a large number of working men spending their evenings in improving themselves, and showing so good an example to the youth of the Province. Several ladies applied to join the "Drawing from Objects" class, and were quite willing to pay fees. You are aware that prizes are not offered as an inducement to swell the classes. The drawings executed during the last Session and part of the present are ready for exhibition; and should you wish specimens sent to the Philadelphia Exhibition, I feel confident the drawings will compare favourably with those from any other School of Practical Science.

Annexed is a list of the number and occupations of the students.

I have the honour to be, Sir,
Your most obedient servant,
William Armstrong, C.E.,
Drawing Instructor.

Occupations and Number of Students.

1 Glass Stainer.
1 Land Surveyor.
3 Clerks.
5 Bricklayers.
2 Tinsmiths.
1 School Teacher.
1 Wood Carver.
1 Builder.
2 Upholsterers.
1 Pattern-maker.
2 Painters.
8 Machinists.
3 Architects.
1 Mason.
1 Jeweller.
2 Cabinet Makers.
1 Millwright.
1 Brass Finisher.
1 Organ Builder.
1 Fitter.
1 Bobbin Turner.
35 Carpenters.
8 Students.

83 Average attendance, 69.

Drawing from Objects, 9

Total number, 92

Drawing from Objects and Perspective.

2 School Teachers.
2 Students.
1 Chemist.
1 Doctor.
1 Surveyor.
1 Upholsterer.
1 Banker.

9. Average attendance, 9.

Lectures on Engineering and Mechanical Drawing on Tuesday and Thursday evenings from 7.45 to 8.45 P. M.

Lectures on Drawing from Objects on Monday and Friday evenings from 7 to 8 P.M.

Certificates (printed) are given after the examination, at the end of the Session, according to merit.

William Armstrong, C. E.,
Drawing Instructor.

List of Students attending Classes in Chemistry at the School of Practical Science.

Name.	Age.	Birthplace.	Occupation.	Residence.	Where from.	Subject taken.
Bonner, J. D.	23	Canada	Medical Student	82 Bond Street		Chemistry.
Batchley, P.	25	Canada	Student	159 Jarvis Street	Belleville	Chemistry.
Bottomley, H.	22	Canada	Carpenter	28 Nelson Street		Chemistry.
Bruce, H. W.	17	Canada	Student	61 Walton Street		Chemistry.
Bain, W. L.	21	Canada	School Teacher	81 Wood Street		Chemistry.
Burns, J.	30	Canada	Bank Clerk	Wellington Street		Chemistry.
Chapman, E. A.	21	Canada	Student	159 Jarvis Street	Thornhill	Chemistry.
Clark, W.	27	Ireland	Student	81 Wood Street		Chemistry.
Campbell, J.	25	Canada	School Teacher	19 Gerrard Street		Chemistry.
Clark, F. C.	22	Canada	Bank Clerk	59 Crookshank Street		Chemistry and Practical.
D'Arcy, R.	32	Scotland	Student	Tremain Street		Chemistry.
Dean, J.	24	England	Carpenter	146 Bay Street		Chemistry.
Hillard, C. W.	21	England	Bank Clerk	Yonge Street		Chemistry and Practical.
Hendry, A.	37	Canada	School Teacher	Toronto		Chemistry and Practical.
Horn, D.	25	Scotland	Bookkeeper	335 Jarvis Street		Chemistry.
Hambley, C. L.	17	Canada	Student	159 Jarvis Street		Chemistry.
Harding, R. A.	32	West Indies	Veterinary Student	132 Mutual Street		Chemistry.
Holms, G. B.	25	England	Veterinary Student	Rosedale		Chemistry.
Hartman, C. W.	20	Canada	Druggist Assistant	Queen Street W.	Aurora	Chemistry and Practical.
Higinbotham, A.	20	Canada	Druggist Assistant	Adelaide Street W.	Belleville	Chemistry.
Ireland, E. G.	23	Canada	Student	88 Gerrard Street W	Smithfield	Chemistry.
Larkin, J.	17	Canada	Wood Carver	109 Centre Street		Chemistry.
Lewis, H.	...	England	School Teacher	Bond Street		Chemistry.
Meldrum, P. G.	25	Canada	School Teacher	323 Parliament Street		Chemistry.
Murphy, M. D.	24	Ireland	Carriage Fitter	114 Chestnut Street		Chemistry.
McArce	27	Scotland	Surveyor	Toronto		Chemistry.
McKellar, D.	25	Scotland	Stone Cutter	19 Gerrard Street W.		Chemistry.

McAllister, S.	...	England	School Teacher		Alexander Street	Chemistry.
McDonald, A. F.	39	Scotland	School Teacher	138	Shuter Street	Chemistry.
McCready	21	Canada	School Teacher	159	Jarvis Street	Chemistry.
Nimmo, C. B.	19	Canada	Druggist Assistant	88	Adelaide Street	Chemistry.
Phillips, J.	...	Ireland	School Teacher		Leslieville	Chemistry.
Russell, J.	31	Canada	Builder		Beech Street	Chemistry.
Ridout, Geo.	23	Canada	Clerk	90	Peter Street	Chemistry.
Robins, H.	26	Canada	Carpenter	103	Richmond Street	Chemistry.
Read, L.	18	Canada	Student	88	Gerrard Street W.	Chemistry.
Simmers, A.	15	Canada	Clerk		Yonge Street	Chemistry.
Shutt, F.	17	Canada	Student		Yorkville	Chemistry.
Shea, L.	23	Canada	Wood Carver	102	William Street	Chemistry.
Spragge, W. E.	25	Canada	Student	81	Wood Street	Belleville Chemistry.
Sinclair, A. M.	21	Canada	Student	81	Wood Street	Anderson P. O. Chemistry.
Shaw, John	18	Canada	Student	93	Beech Street	Chemistry.
Thomas, E.	17	Canada	Clerk		Gloucester Street	Chemistry.
Thompson, S. G.	22	Canada	Merchant	209	Wellesley Street	Chemistry.
White, J.	18	Canada	Druggist Assistant	266	George Street	Chemistry and Practical.
Wilson, M.	34	England	Clerk		Yorkville	Chemistry.
Webster, J. D.	19	Canada	Student	81	Wood Street	St. Mary's Chemistry.
Wilkins, F. C.	21	Canada	Clerk	63	Trinity Street	Chemistry.
Walker, C.	19	Canada	Student	88	Gerrard Street	Dundonald Chemistry
White, R.	25	Canada	Student	159	Jarvis Street	Chemistry.

REPORT

Of Inspector of Division Courts, setting forth duties appertaining to his office.

By Command,

S. C. WOOD,

Secretary.

Provincial Secretary's Office,
Toronto, Dec. 15th, 1875.

Toronto, Dec. 4th, 1875.

Sir,—I have the honour to lay before you the following summary of the duties appertaining to my office, together with results as far as ascertained to this date.

My duties require me to examine the Court books in every Division Court Office other than those in cities and county towns, known as the Procedure Book, Cash Book, Debt Attachment Book and Foreign Service Book.

First—To see that each of these books is according to the forms given for the same in the forms of July, 1869, or sufficient to answer all the requirements of these forms ; and that, as nearly as possible, a uniform system of entering all matters in these books is followed in each office.

Second—As regards the Procedure Book. I require that it shall show the date of the receipt of each cause, the names of the parties thereto and their address, the dates at which all process issued, and of all orders, judgments, decrees, transcripts received, warrants, writs of execution and returns thereto ; the receipt of all moneys by the Clerk, and that it shows the items of costs in each cause, and that each page is signed by the Clerk. I examine to see if the summonses are issued at a reasonable time from the receipt of the particulars ; that it was served by the Bailiff and returned within six days after the day of service; that if, on a special summons, the notice of a defence entered, or no defence entered, as the case may be, is given to the proper party entitled to receive it, by mail or otherwise ; that judgment is entered within a proper time, and according to form, or that it is brought to trial, as the case may be; that judgments are entered on the original summons and in the Procedure Book. The desirability of this last requirement is shown in some instances where the Procedure Book may have been destroyed by fire and the papers saved, or where the papers may have been burned or lost, in the hasty removal to avoid destruction by fire, and the Procedure Book saved. That, after the Clerk receives money in any suit, he notifies the party entitled to the same.

Third—As regards the Cash Book. I require that it shall show an amount of suitors' moneys paid into and out of Court, giving the date of receiving and the date of paying out, and the receipt of the party receiving the same ; that it shall be balanced quarterly, and when the proper book has been kept, I examine to see if the balance on hand, if any, agrees with the undischarged entries in both the Cash Book and the Procedure Book.

Fourth—As regards the Debt Attachment Book. I require that garnishee causes, both before and after judgment, are entered upon it, under the several heads given in that book; but this in no case interferes with the entry of all these suits in the Procedure Book.

Fifth—I examine the blank forms in use, to see if they are such as are authorized in the general forms of July, 1869.

Sixth—I examine the Foreign Service Book, and require that all summonses received from other Courts are duly entered therein, showing the date of receiving, the date of service and the date at which a return is made to the office issuing the same.

Seventh—I enquire into the sureties given by the Clerks and Bailiffs, both as to the covenants for the due performance of the duties of their respective offices, and the bond to Her Majesty. I require each officer to show me the certificate of the Clerk of the Peace for the filing of his covenant with that official. I also examine to see if each officer's bond to Her Majesty has been filed with the Hon. the Provincial Secretary. I further enquire into the standing of the sureties, to ascertain if they are sufficient.

Eighth—I examine the papers and documents of each Court, to ascertain if they have been stamped according to law, and the stamps duly cancelled.

Ninth—I enquire as to whether the Clerks and Bailiffs make the returns they are by law required to make, and as to the Bailiff keeping a Process Book in which to enter every warrant, process, order or execution which he has been required to serve or execute.

A careful examination of my notes made at the time of each inspection, and also of my reports thereon, have enabled me to classify the several offices according to merit, and lay before you some of the results of my inspections to date in as concise and convenient a form as possible; and to this end I have arranged the classification under different heads embracing the more prominent duties of the office.

Procedure Books and mode of keeping them.—Note: Under this head I include all the points named above, under the first and second divisions, in so far as they apply to the same, together with other matters of less importance.

Of the first class, being those only who can fairly be said to have observed the rules in regard to this department of their duties, I can report only about twenty-eight per cent.

Of the second class, being those who have by their practice shown a careless disregard for the proper discharge of their duties, but who are competent enough to perform them in a creditable manner when they find that their full duty is required of them, and have it explained to them at the same time, I can report about fifty-seven per cent.

Of the third class, being those who have neglected more important duties, and who in some instances are perhaps incompetent—in this class I may instance a Clerk who more than once issued a writ of execution before a judgment was entered in the cause—I have to report about fourteen per cent.

Cash Books and mode of keeping them.—Of the first class, including all who had books of the authorized form, I have to report about sixteen per cent.

Of the second class, including all those who had books of unauthorized forms, and that could not be said to answer the purposes required by law, I have to report about fifty per cent.

Of the third class, including all offices in which I found no Cash Book, and no separate cash account, I have to report about thirty-three per cent.

Debt Attachment Books and modes of keeping them.—Of the first class, including all offices in which I found books of the authorized form, and kept as required, I can report thirty-six per cent.

Of the second class, including all offices in which I found books of unauthorized forms, and not sufficient for the purposes required, I have to report about twenty-one per cent.

Of the third class, including all the offices in which I found no Debt Attachment Book, or anything to take its place, I have to report about forty-two per cent.

Only a few of the Clerks have been in the habit of making the returns required by

law. I cannot give the exact figures, but I am not exceeding the number when I say that not more than twenty per cent. of them have been in the habit of doing so.

A still smaller number have observed the law as regards giving notice to parties when a defence was entered, or no defence entered, as the case may be.

As to giving notice to parties entitled to it, when money is paid into Court, comparatively few have done so, although to fail to do so is, in the language of the Rule, to "subject himself to the loss of his office."

Of the Bailiffs, I have to report that sixty-five per cent. of those acting for the Courts inspected have failed to make the returns required by the 93rd Rule, and as a consequence many irregularities have occurred that never would have happened if this Rule had been observed.

The very large proportion of Bailiffs shown to have neglected their duty as regards the returns just mentioned, and the state of affairs generally when these officers have so neglected this duty, shows the great necessity that exists for strictly enforcing compliance with the Rule. If a Bailiff is careless or negligent, and from that or any other cause holds writs of execution past the time at which the same should have been returned according to law, or refuses to make proper returns to writs when handing the same to the Clerk, the fact, whatever it may be, will appear under oath in the return to be made under Rule 93, and that return is kept on file in the Clerk's office, and may be examined, by any party interested, free from charge. With the knowledge before them, and knowing at the same time that they must comply with the Rule, it is fair to suppose that these officers will exert themselves to discharge their duties in this particular in a manner that will bear inspection. My observations satisfy me that when this duty is neglected, it is generally because there are irregularities to be concealed, and that will not bear examination without calling down upon them censure, and in many cases would show that serious liability to suitors was one of the effects of such a course.

I notice that Clerks, as a rule, have not used the remedy provided for the correction of these abuses, chiefly because it requires them to make a complaint to the Judge. In this, of course, Clerks have not done their duty, and indeed they too often look upon it as a degradation bringing them down to the level of an informer, and raising disagreeable feeling between the Clerk and Bailiff, a state of things that it is desirable to avoid. In every instance I have shown the necessity of compliance with this rule, and I have reason to believe it is now complied with in many places where it was neglected. But that it may be carried out fully by every officer, and, if possible, at once put an end to the chief source of complaints by suitors in the Division Courts, it is desirable that some mode of obtaining information on this, along with other important matters, should be devised.

If to this end Clerks were required to make half-yearly or yearly returns to the following effect:—

RETURN of X—— Y——, Clerk of the Division Court, in the County of , from the first day of January to the thirtieth day of June, 18 , both days inclusive, in pursuance of .

Total number of suits entered, exclusive of Interpleader Suits, Garnishee Causes, and Transcripts of Judgments received from other Courts.

Total amount of claims thus entered.

Total amount of Transcripts of Judgments received from other Courts.

Number of Interpleader Suits entered.

Number of Judgment Summonses issued.

Number of Garnishee Causes entered (before Judgment).

Number of Garnishee Causes entered (after Judgment).

Total amount of Garnishee Causes entered (before Judgment).

Number of instances in which the Clerk has entered Judgment under the Second Section of the Division Courts Act of 1869.

Number of Cases in which the Judge has given judgment.

Number of Transcripts of Judgment from other Courts.

Number of Summonses received from other Courts for service.

Give the names, residence and occupation of your Sureties in the Bond to Her Majesty, under the Twenty-fourth Section of the "Division Courts Act."

Give the names, residence and occupation of your Sureties in the Covenant, under the Twenty-fifth Section of the "Division Courts Act."

Give the names, residence and occupation of the Sureties of the Bailiff of the Court in the Bond to Her Majesty, under the Twenty-fourth Section of the "Division Courts Act," as reported by him.

Give the names, residence and occupation of the Sureties of the Bailiff of the Court, in the Covenant, under the twenty-fifth Section of the "Division Courts Act," as reported by him.

Have you made the Returns required to be made by Clerks, under the Forty-first Section of the "Division Courts Act," Form one hundred and fifteen?

Total amount of the emoluments of my office.

Have you made the Return required to be made by Clerks, under the Forty-third Section of the "Division Courts Act?"

Total amount of moneys paid into Court, and which remained unclaimed for six years on the 31st day of December last.

Amount of Fines or Forfeitures.

How many sittings of the Court?

How many returns has the Bailiff of the Court made, under Rule Ninety-three, Form One hundred and twenty-six?

Total amount of Suitors' money paid into Court.

Total amount of Suitors' money paid out of Court.

These Returns would not be difficult to make by any Clerk discharging the duties of his office correctly, and would lead to more correct habits on the part of those who have, in their practice, taken no notice of many of the points named.

The Inspector could tabulate these Returns, and at any time furnish the Government with all the facts therein contained.

It is not necessary to say anything as to the desirability of having these statistics; but it will be apparent that the possession of these facts, carefully preserved for a number of years, would be of great value in considering the working of these Courts, as well as adding greatly to their efficiency, and would be useful as a means of showing, to some extent at any rate, what Courts most urgently required the attention of the Inspector.

My inspections in regard to the proper use of Law Stamps in the several offices inspected, have enabled me to report omissions to affix stamps to the papers and documents of the Courts amounting to ($2,316 50) Two thousand three hundred and sixteen dollars and fifty cents, and to cancel large numbers of Ontario Law Stamps that I found affixed to papers but not cancelled.

This sum, however, cannot be considered as fairly showing the result of inspections in this department of my duties, as, from the state of the papers examined by me from time to time, I have often had very good reason to believe that they had been reviewed and stamped for omissions before my arrival. The evidence of the correctness of this opinion is ample in the number of instances in which I have found the Ontario Law Stamp affixed to papers for dates prior to the time at which these stamps were issued, and when the only Law Stamp in use was the Canada Law Stamp, proving conclusively that the Clerk had been reviewing and correcting his past errors of omission.

Before the Division Courts Act of 1869 became law, all the judgments rendered in the Court were given by the Judge; since that time, however, a very large proportion of the judgments in these Courts are entered by the Clerk; and now that the use of Law Stamps is abolished, these cases are not reviewed by the Judges. There is thus a great power given to Division Court Clerks that formerly was exercised by Judges only; and as many of these Clerks are engaged in other business, and in too many instances have not given sufficient attention to Division Court practice to enable them to fully understand the same, it is very desirable that some supervision should be had of their acts to prevent wrongs being done to suitors.

In the course of my inspections I have found Clerks doing some strange things, as they supposed under the authority of this section of the Act. Judgments have been entered in this way after a notice of defence was given; also after the lapse of one month after the return of the summons.

It has been felt that many of these officers should have an opportunity to improve their practice under the instructions given them before being called to a very strict account for irregularities that in many instances have been handed down to them by predecessors in office, and followed blindly without consulting the rules of practice for themselves; or it may be that having read the rules, they have not understood them correctly. Of the Clerks reported I know of only one having been dismissed. Others have been guilty of irregularities more or less discreditable to them, but none of offences so bad as the one dismissed.

At this date I am not aware of any Bailiffs having been dismissed, although I have reported several as guilty of offences well worthy of dismissal. These offences were chiefly holding writs of execution past the time at which they should have been returned, refusing to execute writs, and refusing and failing to make proper returns when handing writs of execution to the Clerk.

The inspections conducted in the manner described above cannot fail to bring about necessary reforms in the practice of Division Court officers. The officers themselves have as a rule accepted my suggestions in a proper spirit, and have provided themselves with the necessary books and blanks to enable them to carry out these suggestions, very much to the benefit of all parties having business in these offices.

I have had proofs of these facts in offices that I have visited a second time, and also in the numerous instances in which I have been solicited to order books, &c., for Clerks living at a distance from where these are to be had, and who were anxious to carry out my instructions as early as possible.

I take the liberty here of calling your attention to what many Division Court officers consider a hardship, namely, that they have to provide costly books and blanks for their respective offices, some of these books costing as much as fifteen dollars each; and as soon as a single cause is entered in it the book becomes the property of the Government, and, in case of dismissal or removal by death or otherwise, must be left in the office for a successor. Some County Councils have been so liberal as to provide the Division Court Clerks of their county with books, but in no instance that I know of have blanks been provided. These, however, are exceptional cases, and there is no certainty that their successors in office will be equally just. The Statutes require the Municipalities to provide books for public officers whose claims to this provision in their favour cannot be urged on the ground that they are less liberally rewarded than Division Court officials. If any such provision was made for providing these officials with books and blanks, it would be more equitable to cause the township, village, town or city corporation in which the office was situated to do so, as in that case each municipality would then pay in proportion to its own requirements.

I have to report the proportion of Clerks who have not given security as required by Statute, or whose sureties at the time of inspection were insufficient, as nearly ten per cent.; and that the proportion of Bailiffs who have not given security as required by Statute, or whose sureties at the time of inspection were insufficient, as nearly eight per cent.

The following statement will show the number of suits entered in the Division Courts of the several counties named, from the 1st day of May to the 31st day of October, 1875, both days inclusive; also the total amount of claims entered in the said Courts of the said counties for the same period, showing in the case of each county the number of offices not heard from in response to an application for these figures:—

Counties.	No. of Suits.	Amount.
Algoma District	16	$637 34
" Two offices not heard from.		
Brant	715	13,804 08
Bruce	1,093	30,077 44
" One office not heard from.		
Carleton	334	9,952 01
" Three offices not heard from.		
Elgin	986	31,139 41
Essex	899	24,647 92
Frontenac	497	15,669 80

(No 29.)

Return showing the amount of money expended in drainage by several municipalities, and the increase in the value of the land so drained. *(Not Printed.)*

RETURN

To the Address of the Honourable the Legislative Assembly, dated the first day of December, 1875, respecting the amounts granted under the Acts establishing the Railway Aid and Railway Subsidy Funds ; also showing the amounts paid under each Act, and specifying the portions of Railways so aided, and amounts still payable according to the terms of the said Resolutions of 1st December, 1875.

By Command,

S. C. WOOD.

Secretary.

Provincial Secretary's Office,
Toronto, December 17th, 1875.

So much of the said Address as relates to a Return of Bonuses contributed by Municipalities to Railways aided from the Railway Aid and Railway Subsidy Funds respectively, will be submitted in a Supplimentary Return when the several Railways have furnished the requisite information.

No Railway which has been aided out of either of these Funds has forfeited the amount granted to it.

Respectfully submitted,

ADAM CROOKS,

Treasurer

Treasury Department,
December 16th, 1875.

SCHEDULE A.—RAILWAY AID FUND.

Date of Orders in Council.	NAME OF RAILWAY.	PORTIONS OF RAILWAY AIDED.	Miles estimated.	Rate per mile.	Sums.	Total per Railway estimated.	Amount paid on actual mileage allowed.	Amount unpaid.
				$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
October 14th, 1871.	Northern Extension	Collingwood and Meaford	21	2000 00	42000 00			
October 14th, 1871.	do	Barrie and Orillia	22	2000 00	44000 00			
October 14th, 1871.	do	Orillia and Washago	12	4000 00	48000 00			
March 26th, 1872..	do	Washago and Severn Bridge	2	4000 00	8000 00			
March 26th, 1872..	do	Severn Bridge and Gravenhurst	12	4000 00	48000 00	190000 00	196188 00	
Feb. 28th, 1872....	Toronto and Nipissing	Uxbridge and Portage Road	33·500	2000 00	67000 00			
		Portage Road and Coboconk	12·500	3000 00	37500 00	104500 00	104860 00	
Feb 28th, 1872...	Wellington, Grey and Bruce	Harriston and Southampton	53·500	2000 00	107000 00			
March 25th, 1872...	do	Order of 25th March, granting $2,250 00 per mile between Wingham and Kincardine, lapsed and was replaced by that of —						
June 14th, 1872....	do	Wingham and Kincardine	28	2000 00	56000 00			
Mar. 16th, 1874.. / Jan. 26th, 1875 ..	do	Palmerston and Wingham	38·500	2000 00	77000 00	240000 00	241276 00	
March 17th, 1874..	Toronto, Grey and Bruce	Order of 25th March, 1872, granting $2,000 00 a mile between Harriston and Wingham, was altered by that of Harriston and Teeswater	25·795	2000 00	51590 00			
Feb. 28th, 1872 ...	do	Orangeville and Harriston	47	2000 00	94000 00			
Feb. 28th, 1872 ...	do	Orangeville and Owen Sound	69	2000 00	138000 00	283590 00	285182 00	

Feb. 28th, 1872 ...	Midland Railway	Beaverton and Orillia	21	2000 00	42000 00			
						42000 00	40800 00	
March 25th, 1872..	Montreal and Ottawa Junction ...	Ottawa and Boundary Line.....	66	2000 00	132000 00			
						132000 00	....	132000 00
March 25th, 1872.,	Grand Junction	Belleville and Lindsay	86	2000 00	172000 00			
						172000 00	40000 00	132000 00
March 25th, 1872..	Canada Central	Sandpoint and Pembroke	45	2650 00	119250 00			
						119250 00	.....	119250 00
March 25th, 1872..	Kingston and Pembroke	Northerly from Kingston	20	2000 00	40000 00			
	do	Northerly from last mentioned point	15	2650 00	39750 00			
	do	From that point and a point 23 miles south of Pembroke.....	93	3250 00	302250 00			
	do	Between that point and a point 16 miles south of Pembroke	7	2650 00	18550 00			
						400550 00	40382 00	360168 00
March 25th, 1872..	Hamilton and Lake Erie...	Hamilton and Caledonia	32·374	2000 00	64748 00			
March 25th, 1872..	do	Hamilton and Burlington Bay	1·106	2000 00	2212 00			
						66960 00	66960 00	
March 12th, 1873..	Port Whitby and Port Perry.. ...	Lake Ontario and Lake Scugog	20	2000 00	40000 00			
						40000 00	40000 00	
March 12th, 1873..	Port Dover and Lake Huron	Port Dover and Woodstock	40	2000 00	80000 00			
		Woodstock and Stafford.....	20	2000 00	40000 00			
						120000 00	80000 00	40000 00
March 26th, 1873..	Cobourg, Peterborough and Marmora	Ashburnham and Chemong Lake	9·370	2000 00	18740 00			
						18740 00	18740 00	
							1154388 00	783418 00

SCHEDULE B.—RAILWAY SUBSIDY FUND.

Date of Order in Council.	Name of Railway.	Portions of Railway Aided.	Mileage (estimated).	Annual rate per mile.	Annual sums (estimated).	Total sums per Railway (estimated).	Actual mileage allowed.	Amount paid.	Certificates yet payable.	Amount yet payable.
				$ cts.	$ cts.	$ cts.		$ cts.		$ cts.
March 17th, 1874...	Toronto, Grey and Bruce.....	Orangeville and Owen Sound	73·500	97 20	7144 20	.....	73·529	25014 50	33	117925 50
do ...	do	Weston and Toronto	9	194 40	1749 60	8893 80	8·550	5817 42	33	27424 98
March 14th, 1874...	Midland	Orillia and Midland Bay	33	218 70	7217 10					
		Or, if agreement is made for haulage with Grand Junction	.....	257 58	8500 14	8500 14	19·600	15002 82	33	70727 58
March 24th, 1873 / Dec. 14th, 1874..	London, Huron and Bruce ...	London and Wingham	66·800	194 40	12985 92	12985 92				
March 26th, 1873 / March 17th, 1874 / Dec. 14th, 1874..	Credit Valley	Toronto and Brock Road (Campbellville)	32·500	194 40	11664 00	11664 00				
	do	Streetsville and Alton	27·500							
March 14th, 1874..	Norfolk	Brantford and Tilsonburgh..... ..	31	194 40	6026 40					
Dec. 14th, 1874 . ..	do	Tilsonburgh and Port Burwell	18	194 40	3499 20	9525 60				
March 17th, 1874...	Canada Southern	St. Thomas and River St. Clair....	63	194 40	12247 20	12247 20	62·901	42797 86	33	201761 34
March 19th, 1874...	Hamilton and N. Western ...	Hamilton and Barrie.....	130	243 00	31590 00					
	do ...	Clarksburgh to Collingwood	44	48 60	2138 40	33728 40				
March 19th, 1874...	Victoria.....	Lindsay and Bobcaygeon Road, *via* Fenelon Falls	30	291 60	8748 00	8748 00				
March 24th, 1873 / July 15th, 1874..	Prince Edward	Picton and Grand Trunk Railway	32	243 00	7776 00	7776 00				

RETURN

To an Address of the Legislative Assembly, praying His Honor to cause to be laid before the House a Return, showing the number of Division Court Clerks' Offices inspected in the years 1873 and 1874, and the nine months ending 30th September, 1875, and a list of the names of those inspected in each year.

By Command,

S. C. WOOD,

Secretary.

Provincial Secretary's Office,
Toronto, Dec. 20th, 1875.

Toronto, 15th December, 1875.

Sir,—In compliance with your letter of yesterday requiring a return showing the number of Division Courts Clerks' Offices inspected in the years 1873 and 1874, and the nine months ending the 30th September, 1875, and a list of the names of those inspected in each year, I have the honour to lay before you the annexed statement, under the three divisions of time as required.

As these offices are designated by numbers, I give the number of each office in each county or united counties, as the case may be, which will of course be the name by which the office is known.

I have the honour to be, Sir,
Your obedient servant,
Joseph Dickey,
Inspector of Division Courts.

The Hon. S. C. Wood,
Provincial Secretary.

Division Courts Clerks' Offices Inspected in the year 1873, and the name of each Office.

County of Essex,	Division Court	No. 6	1
" Kent,	"	Nos. 2, 3, 4, 5, 6	5
" Elgin,	"	" 1, 2, 4	3
" Lambton,	"	" 2, 3, 4, 5, 6, 7, 8, 9	8
" Huron,	"	" 4	1
" Halton,	"	" 6	1
" Wentworth,	"	" 2, 3, 4, 5, 6, 7, 8	7
" Bruce,	"	" 2, 3, 4, 5, 6, 7	6

County of Wellington,	"	"	2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12.	11
" Waterloo,	"	"	2, 3, 4, 5, 6, 7.	6
" Brant,	"	"	2, 3, 4, 5, 6.	5
" Middlesex,	"	"	2, 3, 4, 5, 6, 7, 8.	7
" Perth,	"	"	2. 3, 4, 5, 6.	5
" York,	"	"	2, 3, 4, 5, 6, 7, 8, 12.	8
" Oxford,	"	"	2, 3, 4, 5, 6.	5
" Norfolk,	"	"	2, 3, 4, 5, 6, 7.	6
" Haldimand,	"	"	1, 3, 4, 5, 6.	5
" Welland,	"	"	2, 3, 4, 5.	4
" Lincoln,	"	"	1, 3, 4.	3
" Carleton,	"	"	2, 3, 4, 5, 6, 7.	6
" Ontario,	"	"	3.	1
		Total offices.		104

DIVISION COURTS CLERKS' OFFICES INSPECTED IN THE YEAR 1874, AND THE NAME OF EACH OFFICE.

County of Wellington, Division Court No. 12.	1
" Ontario, " Nos. 2, 3, 4, 5, 6, 7.	6
" Victoria, " " 1, 2, 3, 4, 6.	5
United Counties of Northumberland and Durham, Division Courts Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12.	11
County of Hastings, Division Courts Nos. 2, 3, 4, 5, 6, 7, 8, 10, 11.	9
" Lennox and Addington, Division Courts Nos. 2, 4, 5, 6, 7.	5
" Frontenac, Division Courts Nos. 2, 3, 4, 5.	4
" Prince Edward " " 2, 3, 4, 5, 6, 7, 8.	7
United Counties of Leeds and Grenville, Division Courts Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12.	11
United Counties of Stormont, Dundas and Glengarry, Division Courts Nos. 2, 4, 5, 6, 7, 8, 9.	7
United Counties of Prescott and Russell, Division Courts Nos. 2, 3, 5, 6, 7, 8.	6
Total Offices.	72

DIVISION COURTS CLERKS' OFFICES INSPECTED IN THE NINE MONTHS ENDING 30th SEPTEMBER, 1875, AND THE NAME OF EACH OFFICE.

County of Lanark, Division Courts Nos. 2, 3, 4, 5, 6.	5
" Renfrew, " " 2, 3, 4, 5, 6, 7.	6
" Oxford, " " 5.	1
" Middlesex, " " 6.	1
" Lambton, " " 2, 8.	2
" Ontario, " " 3, 4, 5.	3
" Victoria, " " 1.	1
United Counties of Northumberland and Durham, Division Court No. 4.	1
Total Offices.	20

(No 32.)

Return in detail of all sums of money paid to contractors and other persons on the drainage works in the Township of Raleigh and Tilbury East, the Return to specify the date of such payments, and to whom paid. *(Not Printed.)*

RETURN

Of Correspondence and Papers relating to the following Railways :—

Belleville and North Hastings :
Brockville and Ottawa ;
Cobourg, Peterborough and Marmora ;
Credit Valley ;
Dresden and Oil Springs ;
Grand Junction ;
Great Western ;
Hamilton and North Western ;
Huron and Quebec ;
Kingston and Pembroke ;
London, Huron and Bruce ;
Lake Simcoe Junction ;
L'Orignal and Caledonia ;
Midland ;
Montreal and Ottawa Junction ;
North Simcoe ;
Norfolk;
Northern ;
Ontario and Pacific Junction ;
Ontario and Quebec ;
Ontario Mineral ;
Port Dover and Lake Huron ;
Port Whitby and Port Perry ;
Prince Edward County ;
Port Stanley, Strathroy and Port Franks ;
Stratford and Lake Huron ;
South Western ;
Trent Valley ;
Toronto, Grey and Bruce ;
Toronto and Nipissing ;
Victoria ;
Wellington, Grey and Bruce.

RETURN

Of Correspondence and Papers relating to the "Belleville and North Hastings Railway."

By Command.

S. C. WOOD,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, December 31st, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "BELLEVILLE AND NORTH HASTINGS RAILWAY."

1874.

Petition to His Excellency the Lieutenant-Governor in Council, of ratepayers and residents of the County of Hastings.

1875.

October 8th.—Letter from President of B. & N. H. Railway Company to the Honourable the Attorney-General, enclosing memorial of the. Belleville and North Hastings Railway Company and Index to Schedules or Appendices—Maps of County Hastings with line of Railway—Report and Estimates of G. A. Keefer, C.E.—Financial Basis—Interests that will be developed Proposal to build road by Messrs. Pardee and Lloyd—Certificates of By-laws passed—Reasons why the road should be assisted to $4,000 per mile at least—B. & N. H. Railway Charter—Petition of the Directors—Petition of the Ratepayers County of Hastings—Memorial of the Corporation of the County of Hastings—Petition of the Corporation of the Town of Belleville.

December 13th.—Memo. of Extract from the Proceedings of the Town Council of Belleville.

To His Excellency the Honourable JOHN CRAWFORD, *Lieutenant-Governor of the Province of Ontario, in Council.*

The petition of the undersigned ratepayers and residents of the County of Hastings,

HUMBLY SHEWETH:

Your petitioners would respectfully represent to Your Excellency that there are in the northern part of our County of Hastings very large deposits and extensive and valuable mines of iron ore and other minerals, and that, although for some time past the presence of

these ores has been well-known and ascertained, from the fact of prospecting having been made in that section of the country, still it has been found practically impossible to develop the same, in consequence of the difficulties which would accompany the work of bringing such ores to the front.

Your petitioners may state that a Company has been incorporated under an Act of Parliament of the Province of Ontario passed in the Session held in the thirty-seventh year of the reign of Her Majesty, Queen Victoria, entitled "An Act to incorporate the Belleville and North Hastings Railway Company" which had for its object the development of the resources of the County of Hastings and the country adjacent thereto, and principally that of iron ores.

It has been ascertained from surveys made that the section of the country, in and throghu which it is proposed to build and run the said Railway, presents great inequalities of surface, and that, in consequence thereof, there will be serious difficulty in constructing the same, as may be gathered from the report of the engineer, and profile and plan of the line hereto annexed.

Your petitioners would further submit to Your Excellency, that, although the Municipalities along the proposed line of route, as well as the Town of Belleville, are expected to render assistance by way of bonuses to the said Railway, yet it is found that, owing to the difficulties before referred to, these bonuses can not be such as will place the Company on a fair commercial basis.

Your petitioners would state that the proposed line of route of the Belleville and North Hastings Railway will, by reason of its northerly direction, open up the rear section of the country, and also facilitate the settlement of the Free Grant Lands, and give to settlers the opportunity of bringing their produce to the front, which has for so many years been needed by them.

Your petitioners submit, that if the people are allowed to settle the country before they have railway communication, they must burn the timber to get rid of it. If on the other hand the Railway is built through the new country before settlement takes place, the people can cut and export their timber by rail, and thus obtain a money equivalent for the labour involved in clearing the land; and in case of unpatented lands, timber will then be taken down by rail which before was inaccessible to streams, and the Government would derive from the dues on the timber an increased revenue which would largely recoup them for the subsidy granted to this road.

Your petitioners have been informed that the Government of Ontario hold out inducements to Railway Companies building their lines and running in a northerly direction towards unsettled regions of the country, by granting a subsidy of four thousand dollars per mile, and that in some particular cases your Government have expressed a favourable intention of not only asking for increased power to grant larger cash subsidies, but also to supplement by grants of land.

The intention of the Belleville and North Hastings Railway Company is to build a line which shall run in a northerly direction towards the scantily settled portions of the county, thus giving an outlet to the northern townships of Marmora, Madoc, Lake, Tudor, and the Free Grant settlers on the Hastings Road, which would not be enjoyed by these districts, unless as in this case it will be brought about by railway communication, but also by the building of the road to develope the immense iron resources of North Hastings, through capitalists who are only waiting the construction of this road to commence operations.

Your petitioners are most anxious that the mineral resources of the back country should be developed, and feel confident that nothing hitherto has been brought before them which has stronger claims on their sympathy and assistance than the Belleville and North Hastings Railway Company, feeling confident that the construction of the road will greatly add to the prosperity of the county, and also of the Province, will make easier transport for lumber, gain for the agricultural part of the community a better market, and in many other ways benefit one and all, to which your petitioners believe it would now be superfluous to call the attention of Your Excellency.

Viewing the difficulties which the Belleville and North Hastings Railway Company have to contend with in building this road and its branches, and believing that the progress of the county would be much retarded if the proposed line of railway be not carried out to a successful completion, and feeling confident that an increased cash subsidy beyond the present

maximum rate, and a land grant, such as asked for by the Victoria Railway, would not only be warranted under the circumstances, but would meet with the warm approval of the House and the country, and will induce its speedy construction, which subsidy is most earnestly prayed for, and that the fact of a line of railway tapping the back townships of our county, would bring about advantages so much desired, and augment the prosperity of the whole Province.

Your petitioners therefore humbly pray that your Excellency may be pleased to take the matter into your favourable consideration, and sanction the grant by the Government of Ontario to the Belleville and North Hastings Railway Company of four thousand dollars per mile.

And your Petitioners as in duty bound will ever pray.

(Signed) E. W. Holton,
Thomas Hardie,
And by 165 other ratepayers.

Similar Petition signed by A. F. Wood and Directors, also by Ketchum Graham, M.P.P. and others.

Office of the Belleville & North Hastings Railway Company,
Belleville, Ont., October 8th, 1875.

Hon. O. Mowat,
Premier, etc., Ontario.

Sir,— Herewith I have the honour to transmit for the consideration of His Excellency the Lieutenant-Governor in Council, a memorial from the Belleville and North Hastings Railway Company, with accompanying documents asked for by yourself in the interview you were so kind to grant us on Friday, the 1st inst.

The explanatory papers contain a "Map of County and Road," "Report and Estimate of Cost of Road, by G. A. Keefer, Esq., C.E."

"Financial Basis," "An Enumeration of interests that will be served by Railway," "List of 'Iron Mines' the Road will develope, with location, richness and character," "Proposal to construct," "Certificates of By-laws," with a few "Reasons in the opinion of the Company why the Road should get at least $4,000 per mile from the Government of Ontario," all of which are respectfully submitted for your consideration, and we trust will be favourably disposed of at an *early day*.

Mr. Lloyd has made up a box of specimens of the different iron ores in the back country, which will accompany the memorial for your personal examination.

I have the honour to be,
Your obedient servant,
A. F. Wood,
Pres. B. & N. H. R.

If, after examining the papers, you should be impressed with the importance of sending some competent person to report on the facts, the Company would be happy to facilitate it in any way in their power.- A. F. W.

The box of samples sent are almost duplicates of large blocks sent to the Great Centennial Exhibition through the Geological Department.

Our iron wealth is simply enormous.—A. F. W.

(Copy.)

To His Excellency the Hon. D. A. MACDONALD, *Lieutenant-Governor of Ontario in Council.*

Your memorialists, the Belleville and North Hastings Railway Company,

RESPECTFULLY REPRESENT:

That in March, 1874, a charter was obtained for a line of railway leading from the Grand Junction, in the County of Hastings, through the Township of Huntingdon, *via* the Village of Madoc, to the Seymour iron mine, thence to the Moore iron mine and on to the Free Grant Districts in the rear of the County of Hastings.

In the summer of 1874 the Board of Directors met, stock books were opened, and stock subscribed to the amount of $170,000, and ten per cent. thereon paid up and deposited in the Royal Canadian Bank, Belleville.

During the same year a location survey was made as far as the Moore iron mine in the Township of Madoc—a point north of the Town of Belleville of about 37 miles, being 22 miles of the Belleville and North Hastings Road: this survey, costing several thousand dollars, being made without drawing upon the $17,000 deposited in the bank. A map and profile of this road has been laid before the Government.

That during 1874 a by-law was passed by the Township of Madoc, granting aid to the Belleville and North Hastings Railway Company to the extent of $30,000.

That in the spring of the present year a by-law for $125,00, was passed by the Town of Belleville, granting aid to the said road to the extent of $50,000, and $75,000 to Messrs. Pardee & Lloyd, promoters of the Belleville and North Hastings Railway, to aid in the erection of anthracite or bituminous coal smelting furnaces.

That the Belleville and North Hastings Railway Company have reason to expect, and do expect, aid from the County of Hastings to the extent at least of $50,000.

That assuming, from reasons set forth fully in schedules attached to this memorial, that the Legislature of Ontario, by the advice of the Governor in Council, would give liberal aid to an enterprise of so much importance to this part of the Province particularly, and generally to the whole Province, the Belleville and North Hastings Railway have proceeded with the work of construction, the first sod having been turned on the 9th day of September last.

That since that time the work has been pushed on with all reasonable despatch.

Therefore, in view of these facts as above stated, and for the reasons as set forth in annexed Schedules, your memorialists would respectfully ask from the Government of the Province of Ontario, aid to the said Belleville and North Hastings Railway Company to the extent of at least $4,000 per mile;

And your memorialists, as in duty bound, will ever pray.

Signed on behalf of the Company,
A. F. WOOD,
President.

(Signed) STEPHEN GILLMOR,
Secretary,

INDEX TO SCHEDULES OR APPENDICES.

A. *Map of County of Hastings, with Railway line.*
Page 4. B. *Report and estimate of G. A. Keefer, C.E.*
" 10. C. *Financial basis.*
" 14. E. *Interests that will be developed by B. & N. H. Railway.*
" 11. D. *Iron mines of North Hastings, pr. Ct. location, etc.*
" 17. F. *Proposal to build road by Pardee and Lloyd.*
" 18. G. *Certificates of by-laws passed.*

Page 19. H. *Reasons why the Road should be assisted by the Government to $4,000 at least per mile.*
" 20. I. B. & N. H. Ry. Charter.
" 21. J. The Petition of the Directors of the B. & N. H. Ry. Co.
" 22. K. " Freehold ratepayers of County of Hastings.
Memorial of the Corporation of the County of Hastings.
Petition of the Corporation of the Town of Belleville.
Extract from the proceedings of the Town Council.

MEMO:
Map of County of Hastings, with Railway Line.

B.

To the President and Directors of the Belleville and North Hastings Railway.

GENTLEMEN,—The accompanying plan and profile of the survey of the Belleville and North Hastings Railway, incorporated under the Act 37 Vic. cap. 38, Ontario Statutes, extending from its southern terminus, on the Bay of Quinte, at the Town of Belleville, northward to the mineral regions of North Hastings, and showing that portion of the Grand Junction Railway passed over, constitutes the first division of the "Belleville and North Hastings Railway."

The line, as shown upon the plan submitted, commencing at the terminal station upon the Bay of Quinte, at Belleville, passes northward over a portion of the Grand Junction Railway, upon which the iron is already laid, to a point some 15 miles from their initial point at Belleville, and from which point the Belleville and North Hastings Railway proper begins, and bearing a little to the east of north, runs through the centre of the Township of Huntingdon and Madoc, passing through the Village of Madoc to the northern portion of the township as the proposed limit of its present extension to the north, forming a temporary terminus in the heart of a rich mineral region, embracing, within a radius of a few miles, from fifteen to twenty large, well-known and developed deposits of magnetic and hematite ores, giving promise of a practically inexhaustible supply of this most valuable mineral, making a total distance of some 37 miles from the Bay of Quinte to the ore beds.

The character of the work upon the first portion of your road from our point of departure from the Grand Junction Railway to Hog Lake, some eleven miles, is comparatively light; but at that point in the approaches and crossing, of which exceptional engineering difficulties are met with, requiring a large outlay to overcome northward from the crossing of Hog Lake, which is virtually the dividing line between the limestone and granite formation to the south and north respectively, the ground becomes more rough and; broken heavy rock cuttings are encountered, and the cost of construction consequently increased; and it is owing to the favourable character of the work upon the first half of the road that I have been enabled to keep the estimate of cost within its present reasonable limit. The extension northward will be attended with an increased cost per mile, owing to the nature of the country encountered. As the line penetrates more into the heart of the granite and mineral region, so the country becomes more rough and broken; proportionately increasing the labour and expense of construction, but as this country is also rich in its mineral deposits, an ultimate extension at an early date is assured, not only to develope the more immepiate mineral resources, but to extend to the lumber regions of the Madawaska, Bon Chere and Ottawa Rivers, with their manufacturing powers, and eventually form a junction with the Canada Pacific at or near the Bon Chere.

The proposed branch line from Bridgewater and Tweed will intersect the main line at a point some seven miles north of our connection with the Grand Junction Railway, giving an additional length of line of some fifteen miles, and which will, no doubt, prove a valuable feeder to the road as tapping the agricultural, mineral and manufacturing resources of the townships of Elzevir, Hungerford and ajoining townships.

The large amount of traffic likely to accrue to the road from the nature of the country opened with its immense iron deposits, and the constantly increasing demand for our Canadian ores in the American furnaces, as well as the advantages we possess in ourselves for its manufacture, is a sufficient guarantee that ere long the carrying capacity of your road will be fully taxed, and it will prove commercially a success.

Appended is a detailed estimate of the cost per mile of the road, based upon actual survey, and the plans and profiles as herewith submitted. That these quantities will be in some degree reduced upon the final location of the line, may reasonably be expected; and in the extension of the road to the north, although the cost per mile be increased, I consider that the large amount required upon the first division, for our terminal buildings, wharfage and loading platforms, &c., at Belleville, will, in all probability, compensate for the additional cost per mile of our northern extension, in which the difficult nature of the country and the increasing difficulties likely to be met with, prohibit any reduction of the present estimate, and which I have no doubt will, all things considered, form a favourable comparison with other roads running in the same direction and through the same section of the Province.

I have the honour to be, Gentlemen,
Your obedient servant,
(Signed) GEORGE A. KEEFER,
Civil Engineer.

Belleville and North Hastings Railway Office,
Belleville, Nov. 30th, 1874.

(Copy.)

BELLEVILLE AND NORTH HASTINGS RAILWAY.

Estimated Cost per Mile.

Right of way, including station grounds, ballast and barrow pits, and legal expenses incurred in securing same, say 10 acres per mile, at $100	$1,000 00
Fencing—post and board and rail—640 lineal rods, at $1 50	960 00
Grubbing and cleaning 3 acres, at $50	150 00
Earth excavation, including grading, ditching and excavation for foundations, &c., 12,000 cubic yards per mile, at 28 cts.	3,360 00
Rock excavation, 3,000 cubic yards per mile, at $1 50	4,500 00
Culverts, cattle guards, road and farm crossings, notice boards, &c., 20,000 feet B. M., at $20	400 00
Bridging and trestle work	1,000 00
Ties—2,500 per mile, including sidings, at 30 cts.	750 00
Track laying and ballasting	1,500 00
Station buildings, engine and repair shops, tank houses, &c.	1,000 00
Rails, fish plates, bolts, spikes, &c., including allowances for sidings	5,500 00
Wharfage, terminal buildings, loading platforms, &c., at Belleville terminus, Bay of Quinte, say 50,000	2,000 00
Engineering and superintendence, &c.	800 00
Cost per mile, exclusive of rolling stock	$22,920 00

Rolling Stock, 1st Division:

Three locomotives	$30,000 00
Two first-class passenger cars	10,000 00
Two post office and baggage cars	6,000 00
Six box freight "	6,000 00

Twelve platform	cars	$9,600 00	
One hundred ore or coal	"	20,000 00	4,000 00
		$81,600 00	$26,920 00
Add for contingencies, law expenses, &c., say.....			1,500 00
Total estimated cost per mile of construction and equipment of 1st division.....			$28,420 00

(Signed) GEORGE KEEFER,
Chief Engineer.

Engineer's Office,
Belleville November 30th, 1874.

Since the above report and estimated cost of construction was made, more careful examinations have been made, and the line changed somewhat at two or three points, the result being that the cost of construction will be lessened to a small extent. The engineer has also lessened in width the base of the road—from twenty feet to eighteen feet. The Company also, upon consideration, have decided that the item under the heading in estimated cost of "Wharfage, Terminal Buildings, Loading Platforms, &c.," should be placed as forming a part of the expenditure of Messrs. Pardee and Lloyd in the construction of the smelting furnaces to be erected in the Town of Belleville.

This would make the probable cost of the road, per mile, from $22,000 to $24,000, fully equipped.

(Signed) A. F. WOOD,
President.

Belleville, October 6th, 1875.

(Copy.)

C.

FINANCIAL BASIS.

Cost of constructing and equipping twenty-two miles of road at $22,000 to $24,000 per mile		$490,000 00
Madoc bonus.....	$30,000 00	
Belleville bonus.....	50,000 00	
Expected County ditto	50,000 00	
Stock subscribed.....	170,000 00	
Expected aid from the Government of Ontario	88,000 00	
Say to be provided	102,000 00	
		$490,000 00

The principal part of the stock, as stated above, has been subscribed by A. Pardee, Esq., of Hazleton, Pennsylvania, and H. C. Lloyd, Esq., of Montreal. As will be seen by memorandum in Schedule D, these gentlemen have large interest in iron mines in North Hastings, and their letter, dated November 9th, 1874, contains an offer to build the road; since which offer these gentlemen have arranged for the construction, and are now expending their own funds to that end.

(Signed) A. F. WOOD,
President.

October 6th, 1875.

(Copy.)

D.

IRON MINES IN THE VICINITY OF THE BELLEVILLE AND NORTH HASTINGS RAILWAY.

Seymour Iron Mine.

Railway passes across this mine.
Situate on Lot 11, 5th Concession, Madoc.
Width, uncovered, 30 feet.
Ditto, needle attraction, 120 feet.
A Bessemer ore—percentage, $70\frac{28}{100}$; richest known; owned by Pardee and Lloyd.

Thompson Iron Mine.

Railway passes within a few rods of this.
Situate on Lot 15, 5th Concession, Madoc.
Width, uncovered, 36 feet.
Ditto, needle attraction, 36 feet.
A Bessemer ore—per cent., $64\frac{94}{100}$; owned by Pardee and Lloyd.

Cook Mine—Continuation of Thompson.

Railway passes within a few rods.
Situate on Lot 16, 5th Concession, Madoc.
Width, needle attraction, 62 feet.
A Bessemer ore—per cent., $64\frac{94}{100}$; owned by Pardee and Lloyd.

Moore Mine.

Railway runs to this mine.
Situate on Lot 18, 5th Concession, Madoc.
Width, uncovered, 120 feet.
A Bessemer ore—per cent., $65\frac{25}{100}$; owned by Pardee and Lloyd

Nelson Mine.

Railway about two miles from this mine.
Situate on Lot 19, 2nd Concession, Madoc.
Width, uncovered, 40 feet.
Ditto, needle attraction, 100 feet.
Rich magnetic ore—per cent. not known; in Chancery.

Dufferin Mine.

Railway about $2\frac{1}{2}$ miles from this mine.
Situate south-west quarter Lot 18, 1st Concession, Madoc.
Width, don't know.
Per cent., "
A rich magnetic ore; owned by J. B. Maas & Co.

Wallbridge Mine.

Railway about half-mile from this mine.
Situate, Lot 12, 5th Concession, Madoc.
Width not known.
Per cent. "
A red Hemabite oar; owned by Hon. L. Wallbridge.

Maloney Mine.

Situate on Lot 18, 1st Concession, Marmora.
Width of solid ore, uncovered, 72 feet.
Ditto, needle attraction, 160 feet.
Length has been traced a mile.
Percentage, 60
Supposed to be the largest mine in the Province of Ontario.
Magnetic ore; owned by Pardee and Lloyd.

There are several other mines in North Hastings, as will be seen by the specimens forwarded, but only those in the immediate neighbourhood of the line of Railway proposed have been enumerated except the "Maloney," which has been mentioned on account of its extraordinary size.

In order to avoid the imputation of mere braggadocio in claiming that we have the best and richest ores known to exist, we submit the following statement of the most celebrated mines now worked on both Continents :—

"Iron Mountain," Missouri	per cent.	67.41
"New England," Hematite	"	66.05
"Cumberland," England	"	64.07
"Jackson," Specular, Lake Superior	"	61.95
"Algerian Ore," Africa	"	60.00
"Swedish Ores"	"	55.04

Hastings Mines.

"Seymour Mine," Madoc	"	70.28
"Moore Mine," Madoc	"	65.25
"Thompson Mine," Madoc	"	64.94

It must also be remarked, that the Hastings Mines are much purer than the foreign mines, which contain considerable quantities of insoluble silica and other refractory matter.

A. F. Wood,
President.

(Copy.)

E.

Interests that will be served by Belleville and North Hatsings Railway.

1st. It runs through a portion of the country that will be served by the improved facilities for shipping agricultural products.

2nd. It is almost midway between the Eastern and Western boundaries of the County of Hastings, and can easily be reached, not only by a large portion of the people in North Hastings, but especially by the Villages of Tweed, Marmora, Bridgewater and Queensborough.

3rd. And, most important of all, it will develope the valuable iron mines of North Hastings, the value and importance of which are shown in Schedule D.

4th. It will supply ore to the proposed smelting works in the Town of Belleville, which Messrs. Pardee & Lloyd are compelled, by terms of the Town By-law, to construct, with a capacity of at least 200 tons of pig iron per week, employing not less than 160 men; and when rolling mills and Bessemer steel works are added, would employ thousands of men.

5th. As it is the intention of Messrs. Pardee & Lloyd to ship Bessemer ores, to which class the "Seymour," "Thompson," "Cook's" and "Moore" Mines belong, to the extent of not less than 150,000 tons per annum by barges to Oswego, thence by the Canal and Railway to the Hudson and Lehigh Valley Furnaces, they will require as soon as the Railway is completed, for this purpose and supplying ore for smelting furnaces at Belleville, not less than five hundred men. Add families, increase of mechanics and tradesmen, and it is a low estimate to expect an increase of population at the mines of 3,000 almost immediately.

The quantity of ore shipped being gauged by the coal (as return freight) required at this point for smelting furnaces, Grand Trunk Railway and local purposes, the amount being in all likelihood greater than above stated.

6th. Requiring a burden tonnage of shipping of 300,000 tons.

7th. It would develope an interest in shipped ore, as above stated, equal in value at Oswego to $600,000.

8th. In addition, it would produce in Belleville pig iron in value $425,000.

9th. It will build up iron interests of all kinds.

10th. There is no reason why this interest should not develope into a supply of all the iron that the present and projected Railways of Canada may requires as the quantity and quality of ores are in this mineral section, and only require railway facilities to reach a point (Belleville) where it can meet the coal and be manufactured at a lower rate than elsewhere in America.

11th. The Lehigh Valley Furnaces now import large quantities of the same class of ores as this section produces from Algiers, in Africa, and from the Lake Superior region; we can meet that demand.

12th. Briefly to sum up: with a Railway to the iron regions of North Hastings, inside of two years we could add to the value of the productions of Canada over a million annually—in five years it would double. Within two years it would give labour to 2,000 men per diem. It would increase the population by many thousands and develope an industry that eventually would make Canada a rival with England and the United States in producing cheap iron for the Dominion.

13th. The large purchase of lands in the northern part of the County in anticipation of this Railway, shows how soon the amount paid by the Government would be recouped. Messrs. Pardee & Lloyd themselves, have purchased 17,000 acres, besides larger amounts paid for iron interests to individuals. It would also bring the free grants 37 miles nearer the front, the Railway terminus taking that place to them, and eventually be a part of the Colonization Railway that would extend to the Pacific Road.

(Copy.)

F.

HAZLETON, PA., Nov. 29th, 1874.

To A. F. Wood, Esq.,
President, &c., &c., Belleville and N. Hastings Railway Company.

SIR—Yours of the 24th ult. is before us, asking us to put in writing the verbal agreement we made with your Company as to the construction of the Belleville and North Hastings Railway.

We have no objection to do so, and now state that in the event of the bonuses now before the people of the County of Hastings and Town of Belleville being carried, and

the same being supplemented by a bonus from the Government, now asked for, we will commence the road without delay, and complete it at the earliest date possible.

We have the honour to be,
Your obedient servants,
(Signed) A. PARDEE,
HENRY C. LLOYD.

P.S.—We may add, we don't intend to float any bonds, but to construct the road with our own funds.

(Copy.)

G.

This is to certify that the Township of Madoc did submit a by-law for a bonus of $30,000 to the Belleville and North Hastings Railway Company, and that said by-law was voted on and carried on the 10th day of October in the present year. I also further certify that said by-law made provision for the expenditure of the money as the work progressed.

Given under the seal of the Corporation of the Township of Madoc, this 28th day of November, 1874.

J. R. KETCHESON,
Clerk of the Township of Madoc.

Corp. Seal.

(Copy.)

H.

Reasons for expecting not less than $4,000 per mile to the B. & N. H. Railway :—

1st. It is necessary in order to make a fair financial basis.

2nd. Without the development of the iron the Railway would not pay running expenses.

3rd. The gentlemen who are promoting the road are the same parties upon whom we will have to depend for the development of the iron mines and the erection of smelting furnaces, and it is desirable that so important an interest should not be trammelled by too large outlays upon the means of communication and transportation.

4th. It is exceedingly difficult to get capitalists to invest money in Railway enterprises: hence the positive necessity of a liberal financial basis.

5th. When Local Municipalities give $205,000 towards a Railway and smelting furnaces for the purpose of developing the iron mines, surely the sum of $88,000 (22 miles at $4,000) is not too much for the Government of Ontario to contribute.

6th. The undoubted results, in the opinion of the Company, warrant the Government in granting such aid as will secure the construction of the road ; $4,000 per mile from the Government, with other assistance already secured, will accomplish this object.

This is to certify that a by-law granting aid to the Belleville and North Hastings Railway Company to the extent of fifty thousand dollars ($50,000), and aid for the erection of smelting furnaces in the Town of Belleville to the extent of $75,000, making a total of one hundred and twenty-five thousand dollars ($125,000), was submitted to the

ratepayers of the Town of Belleville, on the tenth day of the month of May, A. D. 1875, and carried.

This is also to certify that the conditions of the by-law make it imperative that the works shall be fully completed before any part of the bonuses are paid.

Witness my hand and the seal of the corporation of the Town of Belleville, this eighth day of October, A.D. 1875.

R. NEWBERRY. { Corp. Seal. }

To His Honor the Honourable DONALD A. MACDONALD, *Lieutenant-Governor of the Province of Ontario, &c., in Council assembled.*

The Memorial of the Corporation of the County of Hastings,

RESPECTFULLY SHEWETH:

That they have noticed with a great deal of satisfaction the efforts of railway men to bring under the attention of the Government the importance of granting more liberal aid to railways extending into the interior than is now allowed by the Railway Act passed in 1870; and believing such a policy is likely to have your early consideration, and we trust practically to be carried out, we would respectfully call your attention to the almost imperative necessity of a colonization railway into the rear part of the County of Hastings. There are large settlements in the Townships of Mayo and Carlow, Dungannon and Faraday, Herschel, Monteagle, Wicklow, Bangor and McClure, and yet these settlers are from seventy-five to one hundred miles from regular markets. At the present they depend on the lumbermen, but this means of disposing of the products of the soil will soon disappear. All through these townships are large tracts of fine arable lands, capable of making homes for thousands of settlers. There is a section of country lying between the Townships of Madoc and Marmora, and the tracts above referred to, that is not so suitable for agricultural purposes, but it abounds in minerals, particularly iron ore, which will be entirely dependent upon railway facilities for development.

Your memorialists would therefore respectfully represent that it will be in the interest of the whole Province, that this section should have your early favourable and practical consideration when aiding railways extended into the interior.

And your memorialists, as in duly bound, will ever pray.

THOMAS EMO,
Warden County of Hastings.
T. H. WILLS,
County Clerk County Hastings.

Belleville, September 15th, 1875.

(Copy.)

To His Excellency the Honourable D. A. MACDONALD *Lieutenant-Governor of the Province of Ontario.*

The Petition of the Corporation of the Town of Belleville,

HUMBLY SHEWETH:

1. That on the 10th day of May, 1875, a by-law was submitted by the Corporation of the Town of Belleville to the duly qualified municipal electors of said town, which by law

provided for the granting by way of a bonus $50,000 to aid in the construction of the Belleville and North Hastings Railway, and $75,000 in aid of the building of Smelting Works, with a minimum smelting capacity of 200 tons of pig iron per week, within the limits of said Town of Belleville.

2. That after due notice had been given through the newspapers of said town, the said by-law was ratified by a decided majority of the duly qualified electors.

3. That on the 17th day of May the said by-law received its third reading by the Corporation of the Town of Belleville, and was signed by the Mayor, and the seal of the Corporation attached thereto.

4. That subsequently technical objections were taken to the legality of some of the provisions of the said by-law, which objections your Petitioners believe were taken with a view to prevent the construction of the important works hereinbefore mentioned.

5. That owing to the number of cases entered in the Courts of Toronto and the pressure of business at the last two Terms, this rule has not been reached, though every step possible was taken by the defendants to have the legality of said by-law tested.

6. That owing to the uncertainty which exists in the minds of the promoters of the said Belleville and North Hastings Railway, and Smelting Works aforesaid, as to the decision which may be given by the Courts upon the technical objections to the by-law, they have been prevented from proceeding with the erection of said Smelting Works and the prosecution of the works upon said Railway with that vigour which they otherwise would have done, thereby preventing an early development of the great iron deposits which exist, in the northern part of this county, and the providing employment for the surplus labour which exists at the present time in the Town of Belleville.

7. That one of the provisions of the said by-law is to the effect that the works must be commenced within six months from the date of the passage of said by-law, which was the 1st day of September, 1875,.and completed within two years from said date.

8 That from the delay which has already taken place, and the uncertainty of the rule being finally disposed of at the ensuing February Term, it will be impossible for the promoters to commence and complete the works within the time limited by said by-law, thus securing the object of the objectors to the by-law whatever may be the result of the rule, and defeating the objects which the ratepayers had in view in approving and confirming said by-law,

Your Petitioners therefore humbly pray that, in order to prevent the loss of time which must take place in the decision of this question, and consequently in the prosecution of the important works which will do so much to facilitate the development of the great iron deposits of North Hastings, that Your Excellency will be pleased to sanction the passing of an Act at as early a day as possible, removing all doubts as to the legality of said by-law, No. 333, passed by the Corporation of the Town of Belleville, and approved by a large majority of the duly qualified electors.

Petition received, read and adopted this 13th December, A. D. 1875.

(Signed) R. NEWBERY,
Clerk Municipal Council.

(Signed) R. NEWBERY,
Clerk Municipal Council.

(Signed) W. A. FOSTER,
Mayor.

[Corporate Seal.]

Extract from the proceedings of the Town Council, dated Belleville, December 13th, 1875.

Moved by Mr. Sutherland, seconded by Mr. Northcott—

That the Petition now read be adopted by the Council, and that his Worship the Mayor be requested to sign the same, and attach the seal of the Corporation thereto, and have the same forwarded to the Provincial Government.

Adopted. Truly extracted.

(Signed) R. NEWBERY,
Clerk Municipal Council.

Belleville, December 14th, 1875.

I, Robert Newbery, Clerk of the Municipality of the Town of Belleville, hereby certify that the Petition referred to in the above resolution was read and adopted at a meeting of the Council, in the Council Chambers, Belleville, on the 13th day of December, A. D. 1875. There were present all the Councillors and Mayor of said Town, being fourteen Councillors and Mayor; which resolution was carried unanimously. By-law attached to which resolution refers is No. 333.

Given under my hand and the seal of the Corporation of the Town of Belleville, this 14th day of December, A. D. 1875.

(Signed) R. NEWBERY,
Clerk Municipal Council.

[Corporate Seal.]

RETURN

Of Correspondence and Papers relating to the "Brockville and Ottawa Railway."

By Command,

S. C. WOOD.

Secretary.

Provincial Secretary's Office,
Toronto, December 21st, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "BROCKVILLE AND OTTAWA RAILWAY."

1874.

Oct. 29th.—Letter from the Honourable the Treasurer to the Honourable the Commissioner of Public Works.

Nov. 19th.—Letter from the Secretary Department of Public Works to the Honourable the Provincial Secretary, enclosing copy of an Order in Council of the 16th inst.

" " —Letter from the Assistant-Secretary to David Spencer Booth, C.E., Brockville.

" " —Letter from the Assistant-Secretary to the Secretary of the Company.

" 26th.—Letter from C. H. Redhead, Secretary Brockville and Ottawa and Canada Central Railways Audit Office to the Assistant-Secretary.

1875.

Jan. 8th.—Letter from C. H. Redhead to the Honourable the Treasurer.

" 18th.—Letter from David S. Booth, Government Engineer of the B. and O. and C. C. Railways; to the Honourable the Provincial Secretary.

" " —Memo. of Statement (A), showing the amount expended by the Company in repairs and equipment of their line from July 1st, 1873, to October 1st, 1874.

" " —Memo. of Statement (B), showing the amount (in miles) of new rails laid and the locality by the Company from July 1st, 1873, to October 1st, 1874.

Treasury Department,
Toronto, 27th October, 1874.

Sir,—Two hundred and five preferential debentures of the Brockville and Ottawa Railway Company, for one thousand dollars each, have been received by my Department, pursuant to the terms of the Act 37 Vic. cap. 40, and the Order in Council recited therein, and will

be held on deposit, subject to the conditions of the Order. Conditions numbers two and three of the Order in Council seem to require action when necessary by your Department. and an Engineer will require to be named upon your recommendation by Order in Council, on whose certificate my Department may be authorized to transfer to the Canada Central Railway Company Debentures, as twenty thousand dollars expenditure are certified by him from time to time. This, I understand, will be required at once.

Your obedient servant,

ADAM CROOKS.

Hon. C. F. Fraser,
Com. of Public Works, Toronto.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,
Toronto, November 19th, 1874.

SIR,—I am instructed by the Hon. the Commissioner to enclose to you a copy of an Order in Council, dated the 16th November instant, made upon a Report submitted in compliance with the accompanying communication from the Hon. the Provincial Treasurer of the 27th ultimo, respecting the appointment of an Engineer to act under the statute 37 Vic. cap. 40, and of the Order in Council recited therein, respecting certain preferential debentures of the "Brockville and Ottawa Railway Company," and to request that you will communicate the fact of the appointment to David Spencer Booth, Esq., of the Town of Brockville, the Engineer appointed, and also to the President of the Railway or Railways interested.

I have the honour to be,
Sir,
Your obedient servant,

WM. EDWARDS,
Secretary.

The Honourable Archibald McKellar,
Provincial Secretary.

Copy of an Order in Council approved by His Excellency the Lieutenant-Governor the thirteenth day of November, A.D. 1874.

Upon consideration of the recommendation of the Honourable the Commissioner of Public Works, dated 7th November, 1874, the Committee of Council advise that David Spencer Booth, of the Town of Brockville, in the County of Leeds, Civil Engineer, be appointed as the Engineer required to be named in pursuance of the condition contained in the Order in Council recited in the preamble to Cap. 40, 37 Vic., Statutes of Legislature of Ontario, intituled "An Act to authorize the Brockville and Ottawa Railway Company to issue preferential mortgage debentures, and for other purposes."

Certified,
J. G. SCOTT,
Clerk Executive Council, Ontario.

16th Nov., 1874.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 19th Nov., 1874.

SIR,—I have the honour to inform you that an Order in Council has been approved by His Excellency the Lieutenant-Governor on the 13th of November, 1874, appointing you to act in pursuance of the conditions contained in the Order in Council recited in the preamble to Chapter 40, 37 Vic., Statutes of Ontario, intituled "An Act to authorize the Brockville

and Ottawa Railway Company to issue preferential mortgage debentures, and for other purposes."

I have the honour to be, Sir,
Your obedient servant,
I. R. ECKART,
Assistant-Secretary.

David Spencer Booth, Esq., C.E., Brockville.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, Nov. 19th, 1874.

SIR,—I have the honour to inform you that an Order in Council has been approved of by His Excellency the Lieutenant-Governor, the 13th of Nov., 1874, appointing David Spencer Booth, of the Town of Brockville, Civil Engineer, to act in pursuance of the conditions contained in the Order in Council recited in the preamble to Chapter 40, 37 Victoria, Statutes of Ontario, intituled "An Act to authorize the Brockville and Ottawa Railway Companyto issue preferential mortgage debentures, and for other purposes."

I have the honour to be, Sir,
Your obedient servant.
I. R. ECKART,
Assistant-Secretary.

The Secretary of the Brockville & Ottawa Railway Co.,
Brockville.

BROCKVILLE & OTTAWA AND CANADA CENTRAL RAILWAYS' AUDIT OFFICE,
Brockville, Ont., 26th November, 1874.

I. R. ECKART, Esq.,
Assistant-Secretary,
Toronto.

SIR,—I have the honour to acknowledge receipt of your letter dated 19th inst., notifying me that David Spencer Booth, of the Town of Brockville, Civil Engineer, has been appointed to act in pursuance of the conditions contained in the Order in Council authorizing "The Brockville and Ottawa Railway Company to issue preferential mortgage debentures and for other purposes."

I have the honour to be, Sir,
Your obedient servant,
C. H. REDHEAD,
Secretary.

(Copy.)

BROCKVILLE, ONT., 8th January, 1875.

Honourable ADAM CROOKS, M.P.P.,
Treasurer of Ontario Government,
Toronto.

SIR,—I sent you, through the hands of Mr. E. J. Senkler of this place, on 26th October last, 205 Brockville and Ottawa Railway Company preferential debentures of $1,000 each, in fulfilment of the conditions of the Act of Parliament authorizing the transfer of the claims of the Ontario Government, and the municipalities interested against the Brockville and Ottawa Railway Company, in satisfaction of the claims of the latter for land on the Government. Half this amount—say 102 bonds—have to be returned to the Canada Central Railway in Canada on proof shown to the satisfaction of the Ontario Government, that $100,000 have

been expended as provided in the Act of Parliament, in improving the condition of the Brockville and Ottawa Railway Company. Mr. Booth, the gentleman appointed to report on this question to your Government, having now made his investigation will, no doubt, in due time communicate to your Government the result, and, if the report is satisfactory to them, I beg you may send 102 of the debentures in question to my address here by Express Company, stating the packet to contain certain papers valued at $3,000.

I remain, Sir,

Your obedient servant,

H. L. REDHEAD,

President Canada C. R. Co.

OTTAWA, 18th January, 1875.

SIR,—I have the honour to acknowledge the receipt of an official communication from your Department, dated Toronto, 19th November, 1874, and to state that, in compliance with the terms of the Act therein referred to, entitled "An Act to authorize the Brockville and Ottawa Railway Company to issue preferential mortgage debentures, and for other purposes," I have completed an inspection of the line of said railway, and now beg to submit the following report thereon:—

From the examination of the books of the company, and the accounts and vouchers furnished, I find that the amount expended by them in repairs and equipment of the road during the fifteen months extending from the 1st of July, 1873, to the 1st of October, 1874, is considerably in excess of "*one hundred thousand dollars*," that being the sum which, under the Act, they were compelled to expend. I enclose a statement (A), showing the sum actually expended, as taken from the books of the company, and also a statement (B) showing the portions of the line on which new rails were laid between the dates above mentioned. From a general knowledge (extending over a number of years) of the Grand Trunk, Great Western and other Railways, I am of opinion, after having made a thorough examination of the Brockville and Ottawa Line, that it will compare favourably with any of the railways of the Dominion, both as regards its general management, the condition of the road proper, its equipment, &c. In conclusion, I may be permitted to state, in justice to the officers and employees of the company, that every facility was afforded me to enable me to make a thorough examination of the line, and to obtain from the most reliable in their possession the amount actually expended under the terms of the Act before referred to.

In submitting the above, I have the honour to be, Sir,

Your most obedient servant,

(Signed) DAVID S. BOOTH,

Gov. Eng. of the B. & O. and C. C. Rys.

To the Honourable the Provincial Secretary of Ontario,
Toronto.

STATEMENT (A) showing the amount expended by the Brockville & Ottawa Railway Company in repairs and equipment of their line from July 1st, 1873, to October 1st, 1874.

1.	558 tons new iron from St. Alban's Rolling Mills Co., at $60 per ton...	$33480 00
2.	1000 tons new iron, Bolckow & Vaughan, England	57573 00
3.	Freight on above	9023 89
3.	Cost of cutting and welding old rails.....	2359 12
5.	Materials used on same	5763 27
6.	New fish-plates.....	3127 72
7.	New locomotives, (2)	23011 84
8.	New ties, time and labour laying same	10287 90
9.	356 tons of new iron fish-plates, bolts and nuts	19054 56
10.	Labour on same	300 00
	Total sum expended	$163,982 30

RETURN

Of Correspondence relating to the "Cobourg, Peterborough and Marmora Railway and Mining Company" subsequent to that printed in Sessional Papers, 1874.

By Command,

S. C. WOOD,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, January 17th, 1876.

SCHEDULE OF CORRESPONDENCE RELATING TO THE "COBOURG, PETERBOROUGH AND MARMORA RAILWAY AND MINING COMPANY."

1876.

January 17.—Petition of the "Cobourg. Peterborough and Marmora Railway and Mining Company."

(Copy.)

To His Excellency the Lieutenant-Governor and to the Honourable the Executive Council of the Province of Ontario:

The Petition of the "Cobourg, Peterborough and Marmora Railway and Mining Company,"

HUMBLY SHEWS AS FOLLOWS:

1. Your Petitioners respectfully beg leave to refer your Excellency and Council to your Petitioners' former application for aid under the Act in aid of Railways and to the correspondence and papers then had and produced in relation thereto.

2. When your Petitioners determined to re-construct their Railway from Harwood to Ashburnham and to extend it to Chemong Lake, that portion of the line from Harwood to Ashburnham, had practically ceased to exist as a Railway, the iron had been removed therefrom, the station-houses and other buildings, together with the fences, bridges, culverts and ties had all rotted away and become useless, many parts of the embankments had been washed away, and many of the cuttings had been partially filled up and several parts of the line were enclosed by the adjoining proprietors and used as part of their farms.

3. Such being the case your Petitioners were advised and believed that the construction of that portion of the said Railway from Harwood to Ashburnham was essentially the con-

struction of a new line of Railway, and that your Petitioners would be entitled to aid in respect of such portion under the true intent and meaning of "The Act in aid of Railways," and your Petitioners had reason to believe that they would receive such aid for such portion under the said Act.

4. Acting upon such advice and belief and counting upon receiving such aid for that portion of the said Railway, your Petitioners undertook the construction thereof and the extension of their Railway to Chemong Lake.

5. Your Petitioners have constructed and completed their Railway from Ashburnham to Chemong Lake, and have received aid under the said Act in respect thereof and have laid out and expended in the completion thereof, about one hundred and eighty thousand dollars exclusive of the said aid.

6. Your Petitioners have also made ready for the iron, that portion of their Railway from the North side of Rice Lake to Ashburnham, and have expended in such work and towards the construction of their Railway across Rice Lake over hundred thousand dollars more; but are unable from want of means to complete their Railway from Harwood to Ashburnham.

7. Your Petitioners have also purchased and have all the rolling stock necessary to make the entire line from Cobourg to Chemong Lake.

8. The resources out of which your Petitioners expected to re-construct and extend their said Railway, including the aid granted by the Town of Peterborough and expected from the Government were considered amply sufficient at the time for the purpose; but, owing to the then high price of labour, the cost of doing the work exceeded the estimates and being unable from want of means to complete the Railway within the time limited for that purpose by the By-law of the Town of Peterborough granting aid to your Petitioners, that By-law lapsed, and your Petitioners have lost the aid counted on by them from that source.

9. Owing to the magnitude of the work to be done on Rice Lake and the great cost thereof, which will be at least one hundred thousand dollars in addition to what has already been spent thereon, your Petitioners will be unable to complete their Railway unless liberal aid is extended to your Petitioners under the Act in aid of Railways for that portion of their Railway from Harwood to Ashburnham, which aid your Petitioners humbly submit should not be less than four thousand dollars a mile.

10. Without the completion of the Railway from Harwood to Ashburnham, that portion thereof from Ashburnham to Chemong Lake will be quite useless and the money spent on the reconstruction and extension and in the purchase of rolling stock will be wholly lost.

11. Your Petitioners submit that your Petitioners are entitled to aid under "The Act in aid of Railways" for that portion of their Railway from Harwood to Ashburnham.

12. Your Petitioners therefore pray that your Petitioners may be granted aid for that portion of their Railway from Harwood to Ashburnham, upon the establishment within two years of Railway communication between Cobourg and Chemong Lake.

And your Petitioners as in duty bound will ever pray.

(Signed,) U. P. Chambliss, [Seal.]
Managing Director.

Cobourg, January 17, 1876.

SUPPLEMENTARY RETURN

Of Correspondence relating to the Cobourg, Peterboro' and Marmora Railway and Mining Company, subsequent to that printed in Sessional Papers, 17th January, 1876.

By Command,
S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, 29th January, 1876.

(Copy.)

To His Excellency the Lieutenant-Governor, and to the Honorable the Executive Council of the Province of Ontario.

The Petition of the Corporation of the Town of Cobourg

Humbly Sheweth:

That the Cobourg, Peterboro' and Marmora Railway and Mining Company are applicants for aid to complete their Railway from Harwood to Chemung Lake.

That large sums of money have been expended on the said line of road, and unless additional aid be granted such expenditure will be useless.

That when the Railway from Harwood to Chemung Lake is completed, but twenty-two miles of line will remain to be constructed between Chemung Lake and Fenelon Falls to complete the connection with the Victoria Railway.

That Cobourg has aided the said Company to the extent of its ability, and has incurred large indebtedness in enlarging its harbour to accommodate increased Railway traffic.

That as yet it has had no return from such expenditure; but we have every reason to believe that, if Government assistance be granted to said Railway, it will be promptly completed.

That it is of the most vital importance to Cobourg that their Railway should receive adequate aid to insure its completion to Chemung Lake, and extension to Fenelon Falls, its northern terminus, and thus enable the Town to promptly pay its corporate indebtedness.

And your petitioners will ever pray, &c.

Signed on behalf of the Council of the Corporation of the Town of Cobourg, this twenty-second day of January, 1876.

(Signed) Geo. Guillet,
Mayor.

RETURN

Of Correspondence and Papers relating to the "Credit Valley Railway," subsequent to that printed in Sessional Papers, second Session, 1874.

By Command,

S. C. WOOD,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, December 20th, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "CREDIT VALLEY RAILWAY."

1875.

Annual Report.

Nov. 20th.—Letter from the President of the Company to the Honourable the Provincial Secretary, enclosing Petition and statement showing cost of work yet to be done.

Memo. of statement, showing cost of work yet to be done.

Dec. 13th.—Letter from Charles Clarke to the Honourable the Provincial Secretary, enclosing memorial of the County Council of Wellington.

Dec. 15th.—Letter from James Gooderham, Reeve, Streetsville, to the Honourable the Provincial Secretary, enclosing Petition of the Council of the County of Peel, for further aid to the Credit Valley Railway Company.

Petition of Thomas Dockeray and 142 other ratepayers of the Township of Erin.

CREDIT VALLEY RAILWAY.

ANNUAL REPORT.

The annual general meeting of the shareholders of the Credit Valley Railway Company was held yesterday at the Company's office, Royal Canadian Bank building, the President, Mr. George Laidlaw, in the chair. Mr. Henry Suckling acted as Secretary. Among those present were Messrs. Angus Morrison, John Macnab, C. J. Campbell, Robert W. Elliot, Major Arthurs, Capt. Gardner, James L. Morrison, Ald. Farley, &c.

The Secretary having read the notice convening the meeting, the minutes of the last meeting were read and approved. The President presented the annual report as follows :—

Your Directors have to report that the grading is finished on 116½ miles, and there remains to be done 42 miles.

The grading is completed from a point near the Carleton Race Course to Streetsville, thence northwards on the branch line, *via* Meadowvale, Churchville, Brampton, and Cheltenham to the Credit River, with the exception of about half-a-mile near Brampton; thence northwards to Orangeville, and from Cataract to Elora and Fergus *via* Erin, Hillsburg and Douglas, with the exception of about four miles between a point on the Credit River above Cheltenham to the forks of the River Credit, and a few pieces, amounting in all to six and-a-half miles, near Cataract, Alton, Hillsburg, Fergus and Elora, where the right of way could not be obtained; and on the main line from Streetsville to Milton and the Brock road, with the exception of four and one-half miles, for which the right of way has also not been obtained, and about a mile and a-half near Campbellsville. Nothing has been done between the Brock road and the eastern limit of the Township of North Dumfries, for which piece no municipal aid was received. From the east limit of North Dumfries the grading has been completed to Ingersoll, with the exception of a portion of the cutting at Galt, in which the steam shovel has been employed, and about five miles east of Galt, between the east limit of North Dumfries and Galt, and eight and one-half miles between Innerkip and Ingersoll.

There are now finished the Humber, Mimico, Pallett's Creek, Cooksville, Barber's Ravine, Credit and Nith bridges, and 2,174 lineal feet small tresselling on main line, and Credit and Meadowvale bridges, and 1,001 feet small tresselling on branch line. Church's "Overhead" and "Millpond" bridges are also completed, including fourteen span of How truss.

There is now erected thirty-five miles fencing on main line, seventeen miles on Orangeville branch, between Streetsville and Cheltenham, and three miles on Elora branch.

One hundred and sixty culverts and sixty-one pairs of cattle-guards have been framed and put in position on main line. Fifty-seven culverts and nineteen pairs cattle-guards on Orangeville branch, and sixty culverts and twelve pairs cattle-guards on Elora branch.

There are now on hand and paid for 56,017 ties. One hundred and ninety proprietors of right of way have been paid for 437 acres land taken, amounting to $44,780, and there have been paid for plant and working material, including the steam shovel, $22,125 30.

Every possible effort has been made to economize the use of money in all the deparments of the Company's affairs, and notwithstanding some overcharges for right of way, loss in attempting to build a concrete bridge at Meadowvale, and loss sustained by failure of contractors, and other minor matters, the whole probably not exceeding from eight to twelve thousand dollars, your Directors believe that so much work has never been so well and so economically done for a public company in Canada. In addition to the municipal assistance, there have been paid out on account to the Company $279,000 on account of construction, this sum including a large amount for right of way donated to the Company. There remains now in the hands of the Municipal Truestees $198,624 in cash, in unsold debentures and interest, funds to a certain extent unavailable, from the location and circumstances of the works, without further assistance.

The Company have not received any of the Government grant. The Order in Council states that the money is to be paid exclusive of tracklaying.

The Government have incidentally assisted the Company to continue its works during the past season.

The works are now nearly suspended, and must so remain until further financial arrangements have been made. An average of 620 men and 135 teams have been employed during the past season.

Your Directors have to state that to secure the success of the line, it will be necessary to get from the Government fifteen hundred dollars per mile more than the subsidy already granted, or a little in excess of the amount granted the Hamilton and North-Western Railway, and from the City of Toronto $250,000, and from Fergus, Elora, and Orangeville, $8,000 each.

No Order in Council was asked or obtained for that section of the line passing through Erin and Garafraxa, in the County of Wellington, to Fergus, Elora and Salem, connecting with the Wellington, Grey and Bruce Railway at Fergus, as the municipal aid for that section had not been definitely settled. This aid must now be petitioned for.

Your Directors cannot suppose that the aforesaid aid will be refused, either by the Government or the municipalities, in view of the important interests concerned, including those

of so many towns, villages and manufactories as are involved in the successful operation of the Credit Valley Railway, there being two towns, thirteen villages, and fifty-eight mills and manufactories on the route from Streetsville to Elora, and four towns, fourteen villages, and seventy mills and manufactories from Toronto to Ingersoll.

The auditors' report is hereto annexed.

CREDIT VALLEY RAILWAY,
President's Office,
Toronto, 27th October, 1875.

To the President and Directors of the Credit Valley Railway Company.

GENTLEMEN,—We have carefully examined the books of account of the Credit Valley Railway for the year ending 30th September, 1875, and found the entries correct and corresponding with the vouchers produced.

On the 8th of October we examined the cash balance produced, and found it to agree with the cash statement, less sundry payments made since the 30th September, for which vouchers were also produced.

The statement herewith produced corresponds with the ledger balances, and exhibits the true financial position of the Company at that date.

JAS. SYDNEY CROKER,
A. B. CAMPBELL,
Auditors.

CREDIT VALLEY RAILWAY,
President's Office, Toronto, Nov. 20th, 1875.

HON. S. C. WOOD,
Provincial Secretary.

SIR,—I have the honour to enclose the Petition of the Credit Valley Railway Company for the consideration of His Honor the Lieutenant-Governor.

I have the honour to be, Sir,
Your obedient servant,
(Signed) G. LAIDLAW,
Pres. C. V. R. Co.

To the Honourable DONALD ALEXANDER MCDONALD, *Lieutenant-Governor in Council.*

The Petition of the Credit Valley Railway Company,

SHEWETH:

Your Petitioners beg to submit to your Excellency in Council their last annual Report, together with a statement by their President and certain resolutions, &c.

Your Petitioners are glad to report that the plan which they have from the first, and through all the various details of construction, adopted of building the Railway without the intervention of contractors, has been so far entirely successful. The labour and responsibility which that plan involves is very great, but the result has been all that your Petitioners anticipated. The cost, or rather the capital account of the Credit Valley Railway will not exceed one-fifth or sixth of that of the older lines of the Province; and while the line will be one of the best it will probably be one of the cheapest upon this Continent.

Your Petitioners have also to congratulate themselves upon the rapid progress which they have made.

They have during the past season employed an average of 620 men and 135 teams—they have up to this time completed 116½ miles of grading, 3,175 lineal feet of trestling, 55 miles of fencing, fourteen spans or 1,600 lineal feet of stone truss bridging, 1,221 lineal feet of tressling approach to bridges, 277 culverts and 92 pairs of cattle guards, and they have paid for 437 acres of right of way, and 56,017 ties.

Your Petitioners have already procured municipal bonuses to the extent of $769,906 or a little in excess of $5,000 per mile along their whole line, and they expect from the City of Toronto an additional bonus of $250,000.

The enormous advantages to the district concerned, and to the City of Toronto, of your Petitioners' Railway, having regard particularly to arrangements recently proposed by the Canada Southern Railway Company whereby Toronto will be made one of the termini of that important Railway in Canada (the other terminus being in Buffalo) are conceded on all sides. The Villages of Fergus, Elora and Orangeville are also each expected to give a bonus of $8,000. The municipal aid to your Petitioners' road will then amount to $1,074,000, or $6,800 per mile exclusive of right of way given—a guarantee of the importance of your Petitioners' line to those municipalities which will have pledged themselves to pay that large sum.

Your Petitioners beg to append hereto a detailed statement of the work yet to be done including rails and rolling stock, the estimated cost of which is $2,519,392. Since the time when your Petitioners first made their estimate of the cost of their Railway and furnished your Excellency with their financial statement, a remarkable depression has occurred in all railway affairs on this continent. Prominent railway officials connected with provincial railways have done everything in their power to depreciate railway enterprise and to alarm English capitalists. Leading English journals have adopted the same tone and the result has been to seriously affect every railway project in this country, particularly those which have been looking forward for aid to English capital. In addition to this, we have, during the past year, experienced a very remarkable stringency in every commercial enterprise and interest, and one which has particularly affected the enterprise in which your Petitioners have been engaged. The effect of all this has been to cause English capitalists to demand a larger margin of security than formerly—that is to say a larger amount of work actually accomplished in order to induce them to purchase our debentures or advance the steel or iron. Your Petitioners are firmly of the opinion that no Railway Company can now without sacrifice negotiate their bonds in England, unless they can shew a road-bed, made bridges and station buildings completed, right of way paid for, and everything ready for the iron; and rolling stock and an immediate opening of the Railway.

Your Petitioners submit that the minimum rate of Provincial aid to railways, namely, $2,000 per mile, has been demonstrated to be wholly insufficient; but under the altered circumstances in railway affairs above alluded to, and considering the impossibility of raising any considerable sum from stock subscriptions, your Petitioners believe that it is utterly impossible to construct such a Railway as the Credit Valley with so small a subsidy.

Your Petitioners submit that the district traversed by your Petitioners' Railway has a strong claim upon the justice and generosity of the Province. The people of that district, embracing the Counties of York, Halton, Peel Wellington, North Wentworth, Oxford, Waterloo and Elgin, have never received any public aid except in so far as the G and Trunk and Great Western Railways are concerned, and except a small sum to the Woodstock and Port Dover Railway. They have testified to the sincerity of their desire for Railway accommodation in the growing traffic along the route and to be relieved from the enormous annual tax imposed upon them by discriminating tariffs, by the remarkable liberality of their bonuses and by the unanimity of feeling upon this subject, which the press of that district displays.

Your Petitioners also submit that important and beneficial changes might be made in the conditions imposed upon Railway Companies with respect to the payment of the Government subsidies.

Your Petitioners admit that it is absolutely necessary for the Government to provide against payment being made to fruitless enterprises, or without complete guarantees that the public will receive the full advantage of them. The Orders in Council heretofore made authorise the payment of the subsidies upon the tracks being laid. The practical working of this condition is exceedingly embarrassing, and detracts to a considerable extent from the value of the bonus. All that such orders can reasonably require is security against a useless application of the money.

Your Petitioners submit that other conditions, less onerous and equally effective, might be adopted. They beg to submit that the money might be safely paid upon the same principle as municipal bonuses are sometimes, paid namely, upon completion of 10 or 20 miles of continuous grading, provided the grading were done at such points on the route as would

make continuous connection with existing lines of Railway. If grading and bridge work were completed continuously for 10 or 20 miles from such a point, and if a discretionary power as to payments were reserved to the Government, and if suitable guarantees were given that the money would be employed for certain specified purposes, your Petitioners submit that the public would be amply protected from all danger of a misapplication of the public money.

Your Petitioners therefore pray that the subsidy already granted to them may be increased to $3,500 per mile, and that a further subsidy of $3,500 per mile may be granted to them for that portion of the Railway not heretofore aided, namely, from Cataract, in the County of Peel, to Elora, in the County of Wellington.

And that the conditions of existing Orders in Council granting aid to your Petitioners' road may be modified in accordance with the suggestions hereinbefore made, or that such other modifications may be made therein as to Your Excellency in Council may seem meet.

G. LAIDLAW,
President.

STATEMENT SHOWING COST OF WORK YET TO BE DONE.

No.	Description.	Rate.	Amount.
	Bridges, trestles		144,873 00
	Rolling stock		410,570 00
	Rails and fastenings, rails cost per ton	$70 00	1,146,129 00
42	Grading, clearing, &c		161,848 00
170 miles	Ballasting	800 00	136,000 00
" "	Track laying	260 00	44,200 00
343,000	Ties	25 00	85,750 00
66,028 rods	Fencing	1 10	72,828 00
158½ miles	Telegraph	90 00	14,265 00
	Station and other buildings		183,800 00
155	Culvert	63 00	9,775 00
87	Cattle guards	82 00	7,140 24
30	Stone culverts	120 00	3,600 00
	Crossings, farm and plank		10,334 00
70	Switch gates, with lamps complete	80 00	5,600 00
344	Acres, land for right of way		55,680 00
	Land damages		2,000 00
	Engineering and surveying		25,000 00
			$2,519,392 24

Total cost, $3,374,806, or say $21,300 per mile capital account of the Credit Valley Railway Company		
Bonus capital expended	$576,414 00	
Expended by the Company	279,000 00	
		$855,414 00
Bonuses unexpended	$196,000 00	
Total amount expended	855,414 00	
Total amount to be expended	2,519,392 00	
		$3,374,806 00
Cost per mile (158½ miles), say $21,300, to be made up as follows:		
Municipal bonus	$6,800 00	per mile
Bonds realize (say)	9,000 00	
Government aid	3,500 00	
Floating debt	2,000 00	
		$21,300 00 per mile

HOUSE OF ASSEMBLY,
13th Dec., 1875.

Honourable S. C. WOOD,
Provincial Secretary,
Toronto.

SIR,—I have the honour to forward a Memorial to His Honor the Lieutenant-Governor, passed by a vote of thirty to five at a meeting of the County Council of Wellington, on Thursday last. You will oblige by presenting it to His Honor.

I have the honour to be,
Your obedient servant,
(Signed) CHARLES CLARKE.

To His Honour the Lieutenant-Governor in Council.

The Memorial of the Council of the Corporation of the County of Wellington,

HUMBLY SHEWETH:

That the Government has subsidized to a certain extent that branch or section of the Credit Valley Railway between Streetsville and Alton. That a group of municipalities in this county granted a bonus of one hundred and thirty-five thousand dollars to the said Credit Valley Railway Company, to aid in the construction or extension of said branch of said railway from Alton to Orangeville, and from Church's Falls, on the River Credit, to Elora, on the faith of the Government granting a subsidy to said branch, and thereby open direct railway communication between Lakes Ontario and Huron, by the connection of the Credit Valley Railway with the Toronto, Grey and Bruce, at Orangeville, and the Wellington, Grey and Bruce, Fergus.

That the policy of the English directors of our two leading railways, in carrying through freight from a foreign country in preference to local freight, and at more favourable rates, (notwithstanding the liberal public aid these companies received from the people of this Province), and the recent malicious attempt by interested parties to injure the credit and standing of Provincial railways amongst English capitalists, gives, in the opinion of your memorialists, the promoters of the Credit Valley Railway strong claims upon the Government for assistance to complete a railway which has been so liberally subsidized by local municipalities, and which will be managed exclusively by Provincial directors.

Your memorialists would respectfully impress upon your Honour that the municipal bonuses voted to the said railway on the faith of its being supplemented by the Government, as above set forth, will be completely sunk if such supplement is withheld.

Wherefore your memorialists respectfully pray your Honour in Council to grant such subsidy to the said section of the said railway as will enable the Company to complete the connections above-mentioned.

And your memorialists will ever pray.

Court House, Guelph, 10th December, 1875.

(Signed) JAMES LAIDLAW, *Warden,* { Corp Seal. }
JOHN BEATTIE, *Clerk.*

STREETSVILLE, December 15th, 1875.

SIR,—I have the honour to enclose, for the consideration of the Lieutenant-Governor in Council, the Petition of the Council of the County of Peel for further aid to the Credit Val-

ley Railway Company, and beg the careful consideration of the Government to the importance of said Railway to this County.

I have the honour to be,
Sir,
Your obedient servant,
(Signed) JAMES GOODERHAM,
Reeve, Streetsville.

The Honourable S. C. WOOD,
Provincial Secretary.

To His Honour the Lieutenant-Governor in Council.

The Petition of the Council of the Corporation of the County of Peel,

HUMBLY SHEWETH AS FOLLOWS:

1. The Credit Valley Railway runs through the most important and thickly populated part of the said County, and will, when completed, be a great benefit to the same and the surrounding country, by making easy of access the Toronto and other principal markets for grain and farm produce, thus supplying a need long felt by your Petitioners and their constituents.

2. The said Credit Valley Railway traverses the River Credit, and will, when completed, not only utilize a large amount of water power which has fallen into disuse for want of railway facilities, but will also develope an enormous amount of water power which has hitherto remained dormant, the whole of which will, upon the completion of said Credit Valley Railway, be in a position to be utilized to its utmost capacity, resulting in the establishment of large manufacturing interest, thereby promoting immigration and the general prosperity of the Province of Ontario.

3. That several municipalities of this County have granted large and liberal bonuses to aid in the construction of said Credit Valley Railway as well as having contributed very largely to the general revenue of the Province, out of which railway grants have been made.

4. The said Credit Valley Railway Company have acquired the right of way for their line through the said County of Peel, and have, except in a few odd places, completed the grading of the same, and have also made the necessary provision for crossings and cattle guards occurring on their said line, and in all respects have thus far prosecuted the construction of their Railway with due dispatch and in a substantial manner, while at the same time the greatest possible economy has been used in carrying on the said works.

5. Your Petitioners are satisfied that the said Company have done all in their power to construct their Railway in good faith, to the full extent of the means at their disposal.

Your Petitioners have been informed by the said Company, and believe it to be the case that the funds of Company are now so low that without further aid they will be unable to complete their road.

7. This state of affairs is in no way due to a want of proper forethought on the part of the said Company, but is owing to their being disappointed in making their necessary financial arrangements in England, in consequence of the stringency of the money market, and the strong aversion prevalent there at present on the part of capitalists to invest their funds in Canadian Railways.

8. Your Petitioners feel that if the said Company is compelled to abandon the construction of their said Railway, not only will the said County of Peel be damaged, but the whole Province at large will suffer a serious loss; and they trust that your Honour may see fit to advise the grant of further aid to the said Company, out of the Railway Subsidy Fund.

Your Petitioners therefore pray that your Honor will be pleased to advise the passing of an Order in Council granting to the said Credit Valley Railway Company further aid out of the Railway Subsidy Fund, so that the said Company may be able to complete their Railway.

Dated 14th December, 1875.

And your Petitioners, as in duty bound, will ever pray.

(Signed) WM. PORTER, [L.S.]
Warden County of Peel.

SUPPLEMENTARY RETURN

Of Correspondence relating to the "Credit Valley Railway," subsequent to that printed in Sessional Papers, December 20th, 1875.

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
January 11th, 1876.

SCHEDULE OF CORRESPONDENCE RELATING TO THE "CREDIT VALLEY RAILWAY."

Dec. 16th.—Petition of the Wardens and members of the Municipal Council of the County of Oxford, praying for further aid to the Credit Valley Railway.
Letter from Francis R. Ball, County Director, Credit Valley Railway Company, to the Honourable O. Mowat.

To His Honor the Lieutenant-Governor and the Honourable the Legislative Assembly of the Province of Ontario.

The Memorial of the undersigned

Humbly Sheweth:

That the Council of the Corporation of the County of Oxford, in conjunction with other bodies representing sections of this important portion of the Province, with a desire to secure such freedom of commerce as the growing importance of Ontario demands, extended aid to a certain projected public improvement; that this aid and the contributions of individual stockholders in the said public work, will, from causes that need not be enlarged upon, not be sufficient to ensure its completion; your Memorialists, under the circumstances, would therefore pray that in the case of the Credit Valley Railway, such aid might be extended from the large surplus at the disposal of the Government of Ontario as will enable the promoters of this enterprize to complete the work, now far advanced.

That such aid will secure, not only to this particular section, but to the Province and to the Dominion, a large volume of trade, and will tend in no slight degree to the development of several of the more important Counties of this Province.

This appeal, your Memorialists feel, might be strengthened by reference to statistics, showing that an appropriation such as solicited on behalf of this Railway, while contributing a present advantage, would ensure future prosperity for the sections concerned, and for the

ountry as a whole; while the withholding of such aid would entail a heavy public and private loss, and would greatly retard the growth and development of a large section of this Province.

In view of these facts, your Memorialists would humbly pray that the aid solicited may be accorded, and your Memorialists, as in duty bound, will ever pray.

Signed on behalf of the Council of the Corporation of the County of Oxford, in Council assembled, this 16th day of December, in the year of Our Lord one thousand eight hundred and seventy-five.

(Signed) G. H. Cook,
Warden.

(Signed) David White,
County Clerk. [L.S.]

To the Hon. O. Mowat,
Attorney-General of Ontario.

Sir,—On behalf of the people of the County of Oxford, I claim that the Credit Valley Railway is entitled to additional aid from the Government of the Province of Ontario, on the following grounds, amongst many others which I had the honour to submit for your consideration verbally.

1. The Credit Valley Railway will afford greater and more important railway facilities, and to a greater number of people, than any other now in course of construction in this Province.

2. By its connection with the Canada Southern, the whole north shore of Lake Erie, from Fort Erie to Amherstburg, and all the country from Toronto to St. Thomas, will be brought into direct connection with Toronto, the commercial and political capital of Ontario; and all the trade of this extensive district, containing fully one-fifth of the inhabitants of Ontario, will be directed to Toronto, thus building up that city in which all Ontario has a direct interest, instead of having this trade diverted to the United States or Montreal.

3. All the present railways running through the above sections of Ontario have been built, not in the interest of Ontario, but for the express purpose of diverting the trade of Ontario from its natural centre, Toronto.

4. The Great Western Railway, after its completion, received from the Government of the then Province of Canada aid to the extent of about $4,000 per mile of its main line, and this merely out of kindness to the stockholders, and to partially relieve them from the consequences of the waste, extravagance and bad management of their Directors.

5. The Great Western Railway, having the absolute control of the local business of the County of Oxford, with no possibility of its being diverted, has always imposed the highest rates both for freight and passengers, discriminating largely against the county in favour of points where there was competition, and also of American traffic, and in addition, when large quantities of American freight offer, the company would only carry freight from the county when it suited their convenience, in consequence of which grain buyers, not knowing when they could ship, and not being able to take advantage of the market, had to purchase under great disadvantages, and paid the farmers much less for their produce than they otherwise would have done; and this loss, together with the excessive freight charges, I estimate to have taken from the farmers of the County of Oxford ten per cent. of the value of their produce.

6. The Grand Trunk service has been equally unsatisfactory, and for the same reasons, and although it has received aid per mile from the Government, nearly, if not quite sufficient to build the Credit Valley Railway, it has always discriminated against and neglected Canadian business in favour of that of the United States.

7. The aid granted to these railways by the then Province of Canada was given at a time when Canada contained little more population than Ontario now does, and the money was borrowed for the purpose at onerous rates of interest.

8. Assistance to a large amount was also rendered to the Northern Railway, the only one really constructed in the interest of the Province of Ontario.

9. The whole district of country to be benefited by the Credit Valley Railway paid a large proportion of these enormous sums granted in aid of the above railways.

10. The County of Oxford is chiefly settled by emigrants from the old country, as is also a very large proportion of the remainder of the country intersected by the Credit Valley. These people received no assistance from the Government in coming here: they paid their own way, they made their own roads, and purchased their own lands at a very high rate, and struggled without any Government assistance, through most adverse circumstances to their present prosperity. Had they come out now, they would have received the assistance of the Government to enable them to come, their lands would have been given them free of charge, and very large sums would have been expended by the Government in making roads; and I venture to say that the bonus now given to emigrants to enable them to come here, if given to those now living in the County to be benefited by the Credit Valley Railway, would much exceed the whole amount asked for by that company.

11. The present railway system of Ontario is built and worked in the interest of the United States, and everything is done by these railway companies to make lands in the Western States of equal, if not greater, value than those in Canada, while the Credit Valley is being built for the opposite purpose— to be a local road, for the benefit of the people through whose county it runs, and to build up our capital, Toronto.

12. The people of the County of Oxford do not approve of the policy of gathering up a large sum of money by the Government and keeping it out at interest. They do not think the Government should be money lenders, or should collect such a large sum into the public Treasury as may seriously endanger our political institutions, and render it not only possible, but highly probable that combinations will be formed, irrespective of political considerations, for the mere purpose of getting control of this money. We think the money should be expended in constructing such charitable and educational institutions as the country requires, and that the remainder should be expended in developing the resources of the Province, and that the construction of railways is the best means of attaining that object.

13. We think that the Government should extend such aid to the roads leading into the unsettled portion of the country as will secure their early construction, and in connection with this policy, we think that greater inducements should be offered to the sons of farmers, residing in the older sections of this country, to settle in these new districts, by allowing them to take up large quantities of land, say from five hundred to one thousand acres, requiring them to clear as much per one hundred acres as is now required by the Government. Our farmers will not send their sons there, unless railways are constructed, nor unless they can get such quantities of land as will enable them to carry on the same system of dairy farming and cattle raising as they now do. Hundreds of our young men who emigrate to the United States, where they can get any quantity of land they desire at low prices, would, if the above inducements were offered, settle in these new districts; and as their friends could, and would, give them all the means necessary to clear their lands, erect their buildings and stock their farms, a valuable and healthy class would immediately settle on these lands, now useless, and add more to the wealth and strength of the country than all the emigrant agencies, and without any cost to the Government.

14. The people of the County of Oxford earnestly desire the prosperity of the country, and believing as they do that these Colonization Railways are the means by which its prosperity and progress can be best advanced, are desirous that the Government should deal in the most liberal manner towards them.

15. The people of the Province of Quebec have shown the value they place upon Colonization Railways, having authorized the Government to incur an enormous debt for the purpose of their construction, so as to insure the settlement of their country, and the utilization of their timber and other resources; and unless Ontario pursues a liberal course this Province must expect to hold a position inferior to that of its sister Province—such a position being, I am persuaded, one that neither the people nor Government of Ontario are prepared to accept.

16. It has been the policy of Canada, and of the Dominion since its formation, to assist very largely in the construction of Railways, and there has never been a Railway of any importance constructed in Canada (except the Canada Southern, a railway wholly American), which has not received as much assistance as is now asked for by the Credit Valley.

17. The people of this County would heartily endorse the granting a moderate quantity of land in addition to a money bonus, to assist in the construction of the Colonization Railways now projected or in course of construction, provided the land is granted in alternate

blocks and subject to taxation, and that the land should all be sold within a period fixed by the Government.

This course has been approved of by the people of Ontario through their representatives in the Dominion Parliament, to aid in the construction of the Pacific Railway and its connections.

Your obedient servant,

(Signed) FRANCIS R. BALL,

County Director Credit Valley Railway Co,

And one of the Delegates appointed by the County Council of the County of Oxford to urge upon the Government to grant further aid to that Company.

SUPPLEMENTARY RETURN

Of Correspondence relating to the "Credit Valley Railway," subsequent to that printed in Sessional Papers, 11th January, 1876.

By Command,

S. C. WOOD,

Secretary.

Provincial Secretary's Office,
Toronto, January 21st, 1876.

Department of Public Works, Ontario,
Toronto, 19th January, 1876.

Hon. C. F. Fraser,
Commissioner of Public Works.

Sir,—I have to report to you as follows, in relation to the works in construction on the Credit Valley Railway, and especially with regard to the cost of their completion. I have made an examination of that part of the Railway in construction between Toronto and Streetsville, and find the grading, bridging, fencing and all details completed to sub-grade from a point $2\frac{7}{8}$ miles west of Queen Street, Toronto, and I am informed by the Chief Engineer of the Company that the same progress has been made as far as Milton; in fact that the Railway is ready for the iron to be laid for that distance.

The works I have examined are well executed, the grading is carefully done, the bridging, which is heavy across the Humber, Etobicoke, Mimico and Credit Rivers, is of a superior description, and is, I am informed, of the same class throughout the line wherever it has been completed to sub-grade.

I have made a careful examination of the plans, profiles, progress plans and other details in connection with the works in the office of the Chief Engineer of the Railway, and from the data there obtained I have prepared estimates of the cost of completion of the main line and branches. The prices I have used for the various details being those current at present on contracts on similar classes of works throughout the Province.

I have made separate estimates in detail for the cost of completion of the following sub divisions of the Credit Valley system of Railway:

1.	Main line, Queen Street, Toronto, to Woodstock	85 miles.
2.	" " Woodstock to Ingersoll	10 "
3.	Branch line, Streetsville Junction to Alton	$29\frac{1}{2}$ "
4.	" " Cataract Junction to Elora	$27\frac{1}{2}$ "
	Total	152 miles.

The position and extent of the grading completed on the main line is as follows:

Between Toronto and the Brock road, 42½ miles, there is a total length of 34½ miles graded. Between the Brock road and Woodstock, 42½ miles, there is a total length of 27 miles graded, leaving 23½ miles to be graded between the City of Toronto and the Town of Woodstock. Between Woodstock and Ingersoll, 10 miles, there is a total length of three miles graded, leaving seven miles to be graded between these points, making a total of 30½ miles yet to be graded between Toronto and Ingersoll.

The expenditure on the line between Ingersoll and Woodstock to the present will comprise earthwork on three miles, clearing and grubbing, the construction of one culvert, cost of right of way purchased, and engineering charges, and will be about $12,000.

The amount of the unexpended proportion of the County of Oxford bonus applicable to the ten miles between Woodstock and Ingersoll is, I am informed, $58,216 00.

Attached are detailed estimates of the cost of completion of the subdivisions of the railway comprising the main line and branches.

I have the honour to remain,

Your obedient servant,

T. N. Molesworth,

Engineer Public Works.

Credit Valley Railway.

Main line from Queen St., Toronto, to Woodstock, 85 miles.
61½ miles of line bridged and graded.
23½ " of line yet to grade.

Estimated cost of completing line, exclusive of Rolling Stock.

Right of way yet to be purchased	$29,404 00
Clearing and Grubbing	2,250 00
Earthwork, 444,500 c. yds. at 25 cts	111,125 00
Rock excavations, 2,500 c. yds., at $1.00	2,500 00
Fencing 85 miles at $368.00	31,280 00
95 Culverts	7,825 00
39 Public Road Crossings	3,900 00
Farm Crossings	10,200 00
Trestle Bridging	43,939 00
Howe Truss and other bridging	62,870 00
Telegraph, 85 miles, at $90.00	7,650 00
Ties, 162,000, at 30 cts	48,600 00
Steel Rails. 7,480 tons, at $70.00	523,600 00
Iron Rails, 352 tons, at $50.00, for Sidings	17,600 00
Iron Fish Plates, Bolts, Spikes and Nuts	39,000 00
Track laying, at $260.00 per mile	23,140 00
Ballasting, 234,000 c. yds., at 40 cts	93,600 00
Station Buildings and Freight Houses	34,000 00
Grain Warehouses	29,700 00
Engine Sheds, Tanks and Turn-tables	22,700 00
Workshops	6,000 00
Engineering and incidental charges	50,000 00
Total	$1,200,883 00

The Ties are exclusive of about 42,000 already delivered on the track.

Credit Valley Railway.

Ma in line from Woodstock to Ingersoll, 10 miles.
3 miles of line graded,
7 " " " yet to be graded.

Estimate cost of completing line, exclusive of Rolling Stock.

Right of way to be purchased, 73 acres	$25,000 00
Clearing and Grubbing	1,040 00
Earthwork, 81,000 c. yds	20,250 00
Fencing, 20 miles, at $368	7,360 00
27 Culverts, at $65.00	1,755 00
10 Public Road Crossings, at $100.00	1,000 00
Farm Crossings	1,200 00
Tresle Bridging	9,300 00
Telegraph, 10 miles	900 00
Ties, 25,817, at 30c	7,745 00
Steel Rails, 880 tons, at $70.00	61,600 00
Iron Rails, sidings, 88 tons, at $50.00	4,400 00
Fish Plates, Nuts, Bolts, Spikes, &c., for 11 miles	4,950 00
Track-laying, at $260.00	2,860 00
Ballasting, 28,600 c. yds, at 40c	11,440 00
Station Buildings, Tanks, Turntables, &c	11,450 00
Engineering and incidental charges	9,000 00
Total	$181,250 00

CREDIT VALLEY RAILWAY.

Branch line from Streetsville Junction to Alton, 29½ miles.
24¼ miles of line graded.
5¼ " of line yet to grade.

Estimated cost of completing branch exclusive of Rolling Stock.

Right of way yet to be purchased	$6,900 00
Clearing and grubbing	2,240 00
Earthwork, 101,000 cu. yds. at 25c	25,250 00
Rock Excavation 3000 c. yds. at $1 00	3,000 00
Fencing 21 miles at $368 00	7,728 00
29 Culverts at $65 00	1,885 00
11 Public Road Crossings	1,100 00
Farm Crossings	3,480 00
Trestle and other bridging	71,770 00
Telegraph 29½ miles at $90 00	2,655 00
Ties, 73,000 at 30c.	21,900 00
Steel rails 2,596 tons at $70	181,720 00
Iron rails 132 tons at $50 for sidings	6,600 00
Fish plates, bolts, nuts, spikes, &c	13,900 00
Track-laying at $260	8,060 00
Ballasting 80,600 c. yds. at 40c	32,240 00
Station buildings	20,000 00
Grain warehouses	12,000 00
Engine-sheds, tanks and turntables	9,600 00
Engineering and incidental charges	20,000 00
Total	$452,028 00

CREDIT VALLEY RAILWAY.

Cataract Junction to Elora 27½ miles.

22 miles of grading completed.
5½ " " yet to be done.

Estimated cost of completing branch, exclusive of Rolling Stock.

Right of way yet to be purchased	$7,024 00
Clearing and grubbing	800 00
Earthwork 142,800 c. yds. at 25c	35,700 00
Rock excavations 1000 c. yds. at $100	1,000 00
Fencing 48 miles at $368	17,664 00
34 Culverts at $65	2,210 00
20 Public Road Crossings	2,000 00
Farm Crossings	3,240 90
Bridging	17,250 00
Telegraph 27½ miles	2,475 00
Ties 68,000 at 30c	20,400 00
Steel Rails 2420 tons at $70	169,400 00
Iron Rails for sidings 132 tons at $50	6,600 00
Fish plates, bolts, nuts, spikes &c	13,000 00
Track laying at $260	7,540 00
Ballasting 75,400 C. yds at 40c	30,160 00
Station Buildings	11,800 00
Grain Warehouses	12,000 00
Tanks, Turntables, Engine sheds and workshops	8,200 00
Engineering and Incidental charges	20,000 00
Total	$388,463 00

RETURN

Of Correspondence and Papers relating to the "Dresden and Oil Springs Railway."

By Command,
S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, December 22nd, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "DRESDEN AND OIL SPRINGS RAILWAY."

1875.

March 27th.—Letter from Joshua Adams to the Honourable the Commissioner of Crown Lands.

April 26th.—Letter from the President of the Company to the Honourable the Provincial Secretary.

May 1st.—Letter from the President of the Company to the Honourable the Treasurer.

May 6th.—Letter from the Acting Assistant Secretary to the President of the Company.

Nov. 23rd.—Petition of the Company praying for an Act to amend their Charter.

Sarnia, 27th March, 1875.

The Hon. T. B. Pardee,
Commissioner of Crown Lands,
Toronto.

Dear Sir,—I am instructed by the directorate of the Dresden & Oil Springs Railway to notify the Government of Ontario through you of the fact that, on the fifteenth day of March instant, actual work was commenced in the construction of said Railway near Oil Springs, and that the said work is being carried on by clearing out the track preparatory to grading, &c. Some time prior to the commencement of said work a meeting of the shareholders of that Railway was held at Oil Springs and the Company was duly organized by the election of Directors under the Statute, the requisite deposit upon the capital stock having been previously made in the Molson Bank.

Your obedient servant,
Joshua Adams.

DRESDEN OIL SPRINGS RAILWAY COMPANY,
St. Thomas, Ont., April 26th, 1875.

To Hon. T. B. PARDEE,
Provincial Secretary, &c.,
Toronto, Ont.

DEAR SIR,—It is the intention of this Company to construct a line of Railway, under their Charter from the Ontario Legislature of 1872, from the Town of Dresden, in the County of Kent, to intersect with the Canada Southern Railway, near the Village of Oil Springs, in the County of Lambton, a distance of 16½ miles; and also to construct a branch, under the authority of a By-Law authorizing the same, passed by the Municipal Council of the Township of Enniskillen, from the point of connection with the Canada Southern Railway to the Village of Petrolia—a distance of 6 miles—making the entire distance of main line and branch 22½ miles.

The estimated cost of the entire undertaking, to place it in good running order, and also providing rolling stock, is $322,000. The financial plan to carry forward the work will be as follows :—

Stock subscribed, $50,000 at par			$50,000 00
Bonuses, $85,000	40,000 ta 90,	....	81,000 00
	45,000 at par,		
Bonds, $1,000 provide	225,000 at 85 per cent.....		191,000 00
			$322,000 00

The work upon the line is already begun, and we expect to shortly prosecute it more vigorously.

It is the intention to apply to the Government of Ontario for a subsidy under the Acts regulating and allowing the same, believing that the undertaking falls within their purpose and meaning.

As soon as the weather will admit of doing so, the maps and plans will be prepared and filed, as required by law.

In case this statement fails to give the information about which the Department may wish to know, I shall be glad to supply it upon notice to do so.

Requesting an acknowledgment,
Yours truly.
M. H. TAYLOR,
President.

THE DRESDEN AND OIL SPRINGS RAILWAY COMPANY,
St. Thomas, Ontario, 1st May, 1875.

To Hon. ADAM CROOKS,
Treasurer, &c.
Toronto.

DEAR SIR,—By misdirection the application to the Government for aid for the Dresden and Oil Springs Railway Company, accompanied with information which it was intimated to us it should contain, was sent to the Provincial Secretary. From a note received, he informs us the communication has been forwarded you. I regret the error, and the delay caused by it.

I desire to know on behalf of this Company, if it is right that you so inform me, whether or not this Company's line is within the purview of the subsidy legislated, and if such aid will be granted. It is of vital importance to us to know if the Government will furnish aid, if not the road cannot go on further, and expenditure of money will be stopped at once.

You, doubtless, are aware that, at the same Session of Parliament which chartered this Company, a charter was granted to the Huron and Erie Railroad Company, authorizing the construction of a line of Railway from Rond-Eau on Lake Erie, to Erroll on Lake Huron.

This proposed road passes through the same territory as the Dresden and Oil Springs road from Dresden to Petrolia. The Huron and Erie Company has not yet been formed, existing to-day merely in a provisional form. The Dresden and Oil Springs Company has had its stock subscribed, money paid in, directors and officers elected, and in all respects has been a *bona fide* corporation since March 10, 1875. We have gone on in good faith, —expecting the assistance from the Government—with our surveys, procuring of bonuses, and arrangements in detail for the building of the road, believing that the Government would assist between Dresden and Petrolia but one of the two roads, and that *ours* would be the one, we having been the first chartered, the first in existence, and the only one having commenced its construction.

The road receiving Government assistance will be built, and as efforts are making, and to be made to have aid denied to us, I submit, under the recited circumstances it would be a hardship now, for the Government to refuse aid to the Dresden and Oil Springs Railway. The road will be built if it receives it; if not it will not, and the money already spent will be lost.

As therefore it is a matter of such moment to this Company, I earnestly request, if possible, an early reply, and beg that the matter may be put in such a shape by Order in Council or otherwise, as your better judgment may determine best for the interest of this Company.

Yours respectfully,
(Signed) M. H. TAYLOR,
President, D. & O. S. Ry. Co.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 6th May, 1875.

SIR,—With reference to your letter of the 1st instant, to the Hon. the Treasurer, I am directed to inform you that the application of the Dresden and Oil Springs Railway Company for Provincial aid will be considered with other similar applications by the Government, but no action can be taken upon this or any similar application, until the next meeting of the Legislature.

The provision made by the Legislature through the Railway Aid and Railway Subsidy Funds has been fully appropriated in favour of different railways, and if further Railway Companies are to receive like aid, the Legislature must make further provision for this purpose.

The Government cannot give any promise or assurance in advance of the action of the Legislature.

I have the honour to be, Sir,
Your obedient servant,
R. S. BRODIE,
Acting Assistant Secretary.

M. H. Taylor, Esq.
President,
Dresden and Oil Springs Railway Company, St. Thomas.

RETURN

Of Correspondence and Papers relating to the Grand Junction Railway, subsequent to that printed in Sessional Papers, second Session, 1874.

By Command,

S. C. WOOD,

Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, December 21st, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "GRAND JUNCTION RAILWAY."

1875.

Nov. 20th.—Letter from the President of the Company to the Honourable the Attorney-General.

Dec. 4th.—Petition of the Company praying for extension of time for the completion of their Railway.

BELLEVILLE, 20th November, 1875.

The HONOURABLE O. MOWAT,
Attorney-General, &c.,
Toronto.

SIR,—Referring to the conversation had with you the other day respecting the Grand Junction Railway, as desired, I beg to put in writing the substance of what was stated on that occasion.

This Company gave the contract for the construction of their Railway from the waters of the Bay of Quinte at Belleville to Lindsay, to Mr. Brooks, of Brockville, who gave us security for the completion of his contract, but who nevertheless failed, and the time limited in his contract is now expired, and the Company have assumed possession of the whole works.

The state of the work is as follows: There are some fifteen hundred feet of wharves at Belleville, and the iron is laid from these wharves to a point west of Stirling, a distance of upwards of twenty miles. On this section the Moira is crossed by a bridge of considerable extent.

The most of the grading and bridging, &c., is done between Stirling and Campbellford, a distance of some thirteen miles. The piers are in the Trent for the bridge across the Trent

River at Campbellford, and the greater part of the grading is done between Campbellford and Hastings, a distance of ten or twelve miles, and some three miles have been graded in the County of Peterborough, west of Hastings.

The bridge with a draw at Hastings. and also the bridge across the Otonabee, near Peterborough, with a draw, is also yet to be built.

A copy of the contract with Mr. Brooks is now in the hands of the Government. In it Mr. Brooks agreed to complete the line in all respects for the consideration in the contract expressed, which included the Government aid and the municipal bonds granted in aid of the Company.

Mr. Brooks made a contract with Cameron and Bickford for the iron, &c. for the road to Hastings, some forty-four miles, and he covenanted with them to lay this before the close of the season last year. To assist him, and at the request of Brooks, the Company gave a mortgage on the line to Hastings to a trustee, and also gave a power of attorney to the same trustee to draw the Government and municipal aid, as payable, to the extent of the value of the iron so to be provided, with a proviso that all monies received should be applied on the mortgage; that the extent of the lien created should be, say $200,000, and that no personal obligation on the part of the Company or liability should be created by this mortgage. Bickford and Cameron, under this, have had $67,500, or thereabouts, and Brooks not having paid them, they have removed the most, if not all, the iron not laid. On this the Company have taken proceedings, first to stop the removal of the iron not laid. This the Court refused to do as we contemplated, but the motion elicited the opinion that on our paying the balance due on the iron now laid,—which is $30,000 or thereabouts—that we would be entitled to a return of the securities now held by these gentlemen; we thereupon amended our Bill, and are now proceeding for that purpose, and as we are advised, there is no doubt we will succeed; so that our position on paying that balance will be—we will have the work I have stated done, and be free of debt and have a large amount in the Government aid and municipal aid not touched.

We regard our line as one which, for all commercial purposes, is the most important now under construction. It, when built to Lake Huron or by connecting with the Midland at Omemee, will connect Lake Huron with what may be called the head of river navigation, and owing to the grades and distance, it must become the main road for the carriage of grain from the West going by the way of the St. Lawrence to Europe, and we have strong reason to anticipate that an arrangement will be made with the proprietors of the Midland Railway for the purpose of making such a line as I have spoken of.

This line gives access to the Belmont and other iron districts, superior to any other out let they can have, and is so situate that its completion must lead to the development of the resources of the Crown timber and mineral lands west and north-west of us.

I would respectfully submit that, inasmuch as the lines of Railway now under construction, are suffering severely from the present depression in the money market, it is in the interest of the Province to assist in the completion of these works, rather than to encourage any new lines not commenced. The lines now projected and under construction are ample for many a year to come for all the requirements of the country, and unless further assistance is given by the Government, this and many other schemes which must commend themselves as useful and necessary works will be embarrassed and delayed.

I have the honour to be,

Your obedient servant,

(Signed) THOMAS KELSO,
President.

To His Honor the Lieutenant-Governor of the Province of Ontario.

The Petition of the Grand Junction Railway of Canada,

HUMBLY SHEWETH:

That the time for the completion of your Petitioners' Railway expires on the twelfth day of May now next.

That your Petitioners have a portion of their Railway constructed, and have a large amount of work done thereon, but that the line cannot be completed before the said day.

That your Petitioners have had granted to them by the Corporation of the County of Peterborough, also the Corporation of the Township of Rawdon, also by the Corporations of the Townships of Seymour and Village of Stirling bonuses by way of aid to your Petitioners, some of which have been in part paid and some not.

Your Petitioners desire to have the time extended for the completion of their said Railway for the period of five years; and they also desire that the several bonuses so granted should remain good, and the right of your Petitioners thereto should not be affected by the said extension of time for the completion of their said works.

Your Petitioners therefore pray,

That Your Honor will be pleased to assent to an Act extending the time for the completion of their railway to the 1st of June, A.D. 1881, or such other period as your Honor may think proper; and that in the said Act Your Honor will provide that the said municipalities shall remain liable for the said bonuses respectively, so granted by them, in the same manner as if the time originally fixed for the completion of the said railway had been the said 1st day of June, A.D, 1881, or such day as Your Honor in said Act shall name;

And that in the said premises Your Honor will pass such other enactments respecting your petitioners as to Your Honor shall seem proper;

And your Petitioners, as in duty bound, will ever pray.

Dated this fourteenth day of December, A.D., 1875.

L. S.

(Signed) THOS. KELSO,
President, G. J. Ry. Co.

SUPPLEMENTARY RETURN

Of Correspondence relating to the Grand Junction Railway, subsequent to that printed in Sessional Papers, December 21, 1875.

By Command,
S. C. WOOD,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, January 10th, 1876.

SCHEDULE OF CORRESPONDENCE.

1875.
Dec. 30th.—Letter from President of Grand Junction Railway to the Honourable the Treasurer of Ontario.

(Copy.)

BELLEVILLE, 30th December, 1875.

SIR,—Having in our recent interview mentioned to you the number and length of the bridges built and requiring to be built on our line, as an additional reason to those already given in my letter to the Honourable the Attorney-General of the 20th November last, wh our Company should receive additional aid from the Government, and having then desired me to lay before you the particulars, I beg to say that we cross the following streams with bridges of the respective lengths as follows:

1.	The River Moira,	300 feet.	
2.	Rawdon Creek,	100 "	
3.	" (2nd time)	100 "	
4.	Hoard's Creek,	100 "	
5.	Trent River at Campbellford,	400 "	
6.	" at Hastings,	350 "	with draw.
7.	Ouse River,	200 "	
8.	Indian River,	150 "	
9.	Otonabee River,	300 "	with draw.
10.	Pigeon River,	250 "	
	Total,	2,250 feet.	

This is exclusive of the approaches which, in a few instances are very high.

I do not desire to burthen you with papers; but, at the same time, I wish to give you every information that would assist you in considering our case.

I have the honour to remain,

Your obedient servant,

(Signed) THOS. KELSO,

President Grand Junction Railway Company.

The Hon. A. Croooks,
Treasurer of Ontario,
Toronto.

SUPPLEMENTARY RETURN

Re Grand Junction Railway, subsequent to that printed in Sessional Papers, 10th January, 1876.

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, 25th January, 1876.

GRAND JUNCTION RAILWAY COMPANY, PRESENT POSITION,

As given by Messrs. Kelso, Brown and Ferris, Directors, and Mr. John Bell, to Mr. Crooks and Mr. Wood.

January 12th, 1876.

1. *Mileage distance :—*

Section 1. Belleville to Peterborough..... 65 miles.
" 2. Peterborough to Lindsay ..... 24 "

Originally contracted for at $19,000 per mile, by A. Brooks Contractor to be paid in stock, bonds and cash in proportions of $6,000, $12,000, and $1,000, including harbour at Belleville and Lindsay.

Section 1, at a cost price, about $15,000 (without equipment)...	$975,000 00	
Deduct 20 miles finished	300,000 00	
Available means for 45 miles		$675,000 00
(1.) Work done on 22 miles graded, worth		90,000 00

2. *Bonuses :—*

Stirling (Village)	$5,000 00	
Rawdon (Township).....	5,000 00	
Seymour (Township)	35,000 00	
Peterborough (County)	75,000 00	
Provincial aid, at $2,000	90,000 00	
Balance still due for stock by County of Hastings.....	35,000 00	
		$245,000 00
Stock Subscriptions to realize		40,000 00
Bonds, say to realize, $5,000 per mile		225,000 00
		$600,000 00

Mr. John Bell states that on a fair financial basis, new contractors are ready to take it up.

The only claim against the Railway Company is that of Bickford for iron rails laid, about $40,000.

Section 2. Peterborough to Lindsay.

There is no municipal bonus for this at present.

The 20 miles to Stirling are available for the North Hastings Railway, which joins it about four miles east of Stirling.

RETURN

Of Correspondence and Papers relating to the Great Western Railway.

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, December 21st, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO GREAT WESTERN RAILWAY COMPANY.

1874.

March 20th.—Letter from the Honourable Wm. McMaster to the Honourable the Provincial Secretary, enclosing :

Petition of the Great Western Railway Company, praying for aid for the "Canada Air Line Railway Company."

(Copy.)

Toronto, 20th March, 1874.

Sir,—Presuming that you are the medium through which the enclosed petition should

be forwarded, I shall feel obliged by your presenting it to the Lieutenant-Governor at your earliest convenience.

Your obedient servant,
WM. MCMASTER.

The Honourable C. F. Fraser,
Secretary and Registrar, &c.,
Toronto.

To His Honor the Lieutenant-Governor of the Province of Ontario in Council.

The Petition of the Great Western Railway Company

HUMBLY SHEWETH—

1. That the Canada Air Line Railway Company was incorporated by the Act of the Legislature of the Province of Ontario, passed in the 33rd year of Her Majesty's reign, chapter 33.

2. That pursuant to the statutes in that behalf, the said Company united with your Petitioners.

3. That pursuant to the said Act of Incorporation your Petitioners have partly constructed and nearly completed a Railway from Glencoe, in the County of Middlesex, to Fort Erie, in the County of Welland, passing through the Counties of Middlesex, Elgin, Norfolk, Haldimand, Monck and Welland, and through sections of the country remote from thoroughfares then existing and leading to the waters of Lake Erie.

4. That the construction of such Railway was a work of great public utility and advantage.

5. That the first contract for the construction of any portion of the said Railway known as the "Canada Air Line Railway," was entered into by the said Canada Air Line Railway Company on the ninth day of September, 1870, being for that portion thereof from Glencoe to Aylmer, a distance of 38 miles.

6. That no contract for the construction of the second section of the Canada Air Line Railway (being that portion between Aylmer and Simcoe, a distance of 35 miles), was entered into until the 24th day of December, 1870, and the contracts for the construction of all the remaining sections (being from Simcoe to Fort Erie, a distance of 72 miles) were entered into after the said 24th day of December, 1870.

7. That no municipal or other aid was given for the construction or to assist in the construction of the said Railway.

8. That a sum exceeding $4,700,000 of capital and borrowed money has already been expended by your Petitioners towards the construction of the said Railway, and that a large sum of money is still required for the completion thereof.

9. That by means of the said line, 145 miles in length, railway communication and traffic facilities are afforded to a great number of inhabitants of the counties above mentioned, who prior to the commencement of the construction of the said railway were without any such facilities.

10. That, pursuant to the Act authorising the construction of a railway from Harrisburg to the Town of Brantford, your petitioners have constructed a railway eight miles in length between those places.

11. That no contract for the construction of any portion of the said railway was entered into prior to the first day of March, 1871.

12. That the total cost thereof to your petitioners has been $125,000, for the payment of which the money was borrowed, and is still owing by your petitioners.

13. That the said line of railway was also a work of great public utility and advantage, and afforded a means of communication not theretofore existing.

Your petitioners therefore pray that they may receive from the sums appropriated out of the Consolidated Revenue Fund of this Province, known as the "Railway fund," the sum

of $1,000 per mile upon thirty-eight miles of the said first-mentioned railway and the sum of $2,000 per mile on the remaining 107 miles, and on the eight miles of the secondly-mentioned railway; or that your petitioners may receive for the period of twenty years such annual sum out of the fund known as the "Railway Subsidy Fund" as shall in the aggregate be equal to the aggregate of the said $1,000 per mile and $2,000 per mile respectively.

And your petitioners will ever pray.

The Great Western Railway Company, by

(Signed) JOSEPH PRICE,
General Manager.

RETURN

Of Correspondence and Papers relating to the Hamilton and North Western Railway, subsequent to that printed in Sessional Papers, Second Session, 1874.

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, December 20th, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "HAMILTON AND NORTH WESTERN RAILWAY."

1875.

Aug. 11th.—Memo. of agreement between the Hamilton and Lake Erie Railway Company and the Hamilton and North Western Railway Company.

" 31st.—Letter from Maitland Young, Secretary of the Company, to the Honourable the Attorney-General.

Oct. 30th.—Memo. of declaration by Warren Franklin Burton, Notary Public, Hamilton.

Nov. 1st.—Memo. of declaration by Warren Franklin Burton, Notary Public, Hamilton.

" 17th.—Memo. of certificate by Maitland Young, Secretary of the Company.

" 18th.—Memo. of declaration by A. Bruce, Hamilton.

Memo. of certificate by A. A. Anderson, Secretary of the Lake Erie Railway Company.

" 18th.—Copy of Order in Council.

" 26th.—Letter from Bruce, Walker and Burton, to the Assistant Secretary, with the answer by telegraph, Nov. 27th, 1875.

" 27th.—Memo. of agreement by and between the Hamilton and North Western Railway Company and John Proctor, contractor.

" 29th.—Memo. of certificate by the President of the Company.

" 29th.—Letter from Bruce, Walker and Burton to the Honourable the Provincial Secretary.

Dec. 2nd.—Copy of Order in Council.

Memo. of contract schedule of general works and prices, Hamilton to terminus in Tay, and Collingwood and Jarvis to Port Dover.

Memo. of specification of iron rails, nuts, bolts, &c., &c.

Memo. of general specification of works.

Dec. 9th.—Letter from the Assistant Secretary to the Secretary of the Company, enclosing copy of Order in Council 2nd of December, 1875.

" 11th.—Letter from Secretary of the Company to the Honourable the Provincial Secretary.

MEMORANDUM OF AGREEMENT made the 11th day of August, in the year of our Lord one thousand eight hundred and seventy-five, between the Hamilton and Lake Erie Railway Company, hereinafter called "The Lake Erie," of the first part, and the Hamilton and North Western Railway Company, hereinafter called "The North Western," of the second part.

Whereas the said two Companies propose uniting together as one Company, and the Directors of the one Company have agreed with the Directors of the other Company upon the terms of union and other matters relating thereto, and it is desirable to embody the same in this agreement, pursuant to the provisions of an Act of the Legislature of the Province of Ontario, passed in the thirty-eighth year of the reign of Her present Majesty, chapter forty-eight, but subject to ratification by the shareholders of the respective companies as therein provided.

Now this indenture witnesseth, and the parties of the first and second parts respectively do mutually covenant and agree to and with each other in manner following:

1. The two Railway Companies aforesaid do hereby agree to unite together as one Company, to be styled "The Hamilton and North Western Railway Company," such united Company being hereinafter called and referred to as "The United Company."

2. The several shareholders of "The Lake Erie" and of "The North Western" shall be entitled, in lieu of the shares held by them respectively in these Companies or either of them, to receive shares in "The United Company" to the like amount, and the shares to which each shareholder shall be so entitled in "The United Company" shall be fully paid up shares, or shares partly paid up, according as the shares held by such shareholder in "The Lake Erie" or "The North Western" were fully or partly paid up, and if partly paid up then to the same extent as his shares in the original Company were paid up. The shares in "The United Company" shall be of fifty dollars each, as in the case of "The Lake Erie."

3. Each shareholder shall be entitled to one vote for each share held by him in the capital stock of "The United Company."

4. The Board of Directors of "The United Company" shall consist of nine members, together with any *ex officio* Directors, under the provisions of the Railway Act, or of the special Acts relating to the two Companies respectively, and together also with the Mayor of the City of Hamilton. At all meetings five directors shall form a quorum for the transaction of business.

5. The first Board of Directors of "The United Company" shall be John Stuart, John Field, Matthew Leggat, Philo W. Dayfoot, William Hendrie, James Turner, Edward Gurney, James M. Williams and William J. Copp, all of the City of Hamilton, who shall hold office until the first Tuesday of May next, being the day appointed for the annual election of Directors, under the Acts relating to "The North Western" and the By-laws of that Company.

6. And whereas "The Lake Erie" have under the provisions of their special Acts issued bonds of that Company to the amount of one hundred and seventy thousand pounds sterling, of which bonds one hundred and fifty-eight thousand eight hundred pounds sterling are held by the Bank of Montreal as security for a debt of four hundred and fifty-five thousand dollars or thereabouts due by that Company to the Bank; and "The Lake Erie" are also indebted to various other persons in the sum of one hundred thousand dollars or thereabouts; and it is desirable to make provision in this agreement for the payment of such indebtedness to the Bank of Montreal and to such other persons. It is therefore agreed that the first moneys derived or received by "The United Company" from the payment of shares other than the shares proposed to be subscribed for by the City of Hamilton, or from any other source other than municipal bonuses or Government aid, shall be applied in equal moieties—one moiety to the reduction of the indebtedness to the Bank of Montreal until the same is reduced to the sum of four hundred thousand dollars, and the other moiety to the payment of the indebtedness of "The Lake Erie" to such other persons.

7. The bonds of "The Lake Erie" now held by "The Bank of Montreal," or the bonds of "The United Company" which may be issued for the redemption thereof, shall be sold or disposed of as soon as possible, and shall at all events be of the first lot of bonds sold, and the proceeds of such sale shall, after payment of the expenses connected therewith, be in the first

place applied towards the payment of the balance of the debt due to the Bank of Montreal, and then in or towards payment of the balance of such indebtedness to such other persons.

8. In accordance with the provisions of the twelfth section of the said Act, authorizing the union of the two Companies, it is hereby agreed that in the cases of the inconsistent provisions in the charters of the two Companies herein mentioned, or in respect of the matters herein referred to, the following shall continue to and be possessed by "The United Company," namely, the provisions contained in the Acts of "The North Western."

(*a.*) As to making calls on shareholders.

(*b.*) As to general annual meetings and the mode of calling the same.

(*c.*) As to special general meetings.

(*d.*) As to aid from municipalities, the by-laws in respect thereof, the issue and delivery of the debentures, and generally all other enactments relating thereto.

(*e.*) As to the Company becoming parties to promissory notes and bills of exchange.

(*f.*) As to qualification of Directors; a shareholder to be entitled to be elected a Director shall be the holder and owner of shares in "The United Company" to the amount of one thousand dollars, upon which all calls have been paid up. And the provisions contained in the Acts of "The Lake Erie:"

(*aa.*) In section twenty-six of the Act thirty-third Victoria, chapter thirty-six, as amended by section three of the Act thirty-seventh Victoria, chapter forty-five.

(*bb.*) In section fifteen of the Act thirty-fourth Victoria, chapter forty-one.

(*cc.*) In section four of the Act thirty-third Victoria, chapter thirty-six.

9. The following by-laws shall apply to "The United Company," namely:—

1st. The general annual meeting of the shareholders of the Company shall be held at the offices of the Company, in the City of Hamilton, on the first Tuesday of May in each year, at the hour of twelve o'clock noon.

2nd. Special general meetings of the shareholders of the Company shall be called at any time when the Board of Directors may so require or when the President may deem it advisable or necessary, or when five or more shareholders who are holders of stock to the amount of five thousand dollars or upwards so require, by serving a notice in writing making such request upon the President or Secretary and specifying the object of calling such meeting. All such special meetings shall be called and held at the Company's offices in the City of Hamilton.

10. This agreement shall come into effect from and after the day on which the approval of this agreement by the Lieutenant-Governor in Council shall be published in the Official Gazette.

11. The two Companies parties hereto shall call special general meetings of their respective shareholders for the ratification of this agreement forthwith.

In witness whereof the parties hereto have caused their corporate seals to be hereto affixed under the hands of their respective Presidents.

{ Seal H. & L. E. }

JAMES TURNER,
President.

{ Seal H. & N. W. }

JOHN STUART,
President.

Signed, sealed and delivered in presence of
A. Bruce, of Hamilton, Esquire.

HAMILTON AND NORTH WESTERN RAILWAY,
Hamilton, 31st August, 1875.

The Hon. OLIVER MOWAT,
Attorney-General of Ontario.

SIR,—At the interview with which you favoured a deputation from the Railway Convention held in Toronto on the 2nd June, on the subject of Government aid to railways projected with a view to the opening up of the unsettled districts, and the connection of the ex-

isting railway system of the Province with the Canadian Pacific Railway, you expressed a desire to be put in possession of the views of the various companies interested.

In accordance with your desire I have now the honour to lay before you the views entertained by this Company on the subject.

The opening up of a large tract of country for settlement, and the connection of Western Ontario with the Canadian Pacific Railway were the chief objects contemplated by the projectors of the Hamilton and North Western Railway, as set forth in their application to the Legislature for incorporation.

The Act of Incorporation granted by the Ontario Legislature (Vict. 35, cap. 55) authorized the construction of a railway from Hamilton to one of the bays bordering upon the Township of Tay, with power to continue the same towards or to Lake Nipissing, so as to form a junction with the Canada Central and Canada Pacific Railways.

Shortly after the Act of incorporation was obtained, the promoters of the undertaking were favoured with an opportunity of explaining their plans to the Government, and the members of the Government present on that occasion were pleased to express their cordial approval of the scheme as one which, above all others that had received legislative sanction, commended itself to them as worthy of Government assistance. They at the same time urged the importance of the line being made as direct as possible to the points indicated.

In laying out the Company's line between Hamilton and the Township of Tay, special care has been taken to make it as straight as possible, and in this respect, as well as lightness of gradients, the railway we are now about to construct will be much superior to any hitherto constructed between Lake Ontario and the Georgian Bay.

We have obtained municipal and Government aid as far north as Barrie, including a branch line to Collingwood, which with the consent of the Legislature we added to our original scheme, to meet the necessities of the residents of the western portion of the County of Simcoe. As soon as construction south of Barrie is actively progressing (as we expect it will be this year), we will give immediate attention to the perfecting of such a financial scheme for the construction of the section between Barrie and the Township of Tay (about 30 miles), as will warrant a formal application to the Government for aid under the existing Acts in aid of railways—in which respect our intentions have been on previous occasions set before the Government. (Vide memorials 26th February and 30th November, 1874.)

For any extension beyond the Township of Tay, Government aid is necessary on an enlarged scale, as no municipal aid can be obtained.

The Midland Railway Company, whose line is now in operation as far north as Orillia, and the Northern Railway Company, whose line is now in operation as far north as Severn Bridge, are equally with ourselves desirous of obtaining connection with the Canadian Pacific Railway. Neither of these Companies have powers of extension as we have; but in the event of the necessary aid being granted to this Company to extend as authorized by their charter, we would accept such amendment thereto as the Government might require in order to secure to these Companies equal running privileges between their respective junctions to be made with our line in or north of the Township of Tay, and its northern terminus, both in respect of local and through traffic.

Should the Government, however, be of opinion that the general interests would be better served were the line from the Township of Tay northward constructed and controlled by a company distinct from any of the companies seeking connection of their lines with the Canadian Pacific Railway, we would in that case look for such provisions being made as would secure to us a connection as direct and complete as if our own line had been extended and full participation in the local traffic of the subsidized line at all stations. Owing to the numerous connections of our line southward (which will be greatly extended by the amalgamation of this Company and the Hamilton and Lake Erie Railway Company, now about to be consummated), it must become the chief line of communication between the western and south-western portions of the Province and the country lying to the north; hence the great importance of its connections northward being made as perfect as possible.

No surveys have yet been made by this Company north of the Township of Tay, so that figures as to mileage and cost of construction can only be stated approximately.

From the point in the Township of Tay where our line will intersect the Midland Railway, to the Georgian Bay Branch of the Canadian Pacific Railway where it enters the Township of Lount, as shown on the Government "Map of the Georgian Bay Branch and its con-

nections," the distance is about eighty miles. The number of miles necessary to be constructed would be increased according to the distance east or west of the Township of Lount at which the junction with that line would be made.

We are of opinion that the point of junction ought to be determined mainly with a view to securing the shortest route between Western Ontario and the North Western Provinces.

There are several considerations which lead us to believe that the cost of construction will be high.

1st. The country through which the line is to be constructed presents natural difficulties, being very heavily timbered, and in many places broken and rocky.

2nd. The line is intended to prevent a diversion of traffic from the commercial centres of Ontario to the Cities of Montreal and Quebec, threatened by the Georgian Bay Branch and Canada Central Railways, so largely subsidized by the Dominion Government; in respect, therefore, of its alignment and gradients, as well as its road bed and structures, it ought to be fully equal to their lines.

3rd. The line is intended to be used in common by various Companies whose lines may become connected with it at the south, and with a view to the convenience of traffic arrangements and economy of operating it ought to be double tracked.

We estimate the cost of such a Railway at about $28,000 per mile.

The extent of the traffic to be obtained, and the expense of operating a Railway penetrating so far into the unsettled districts, have yet to be learned by experience; consequently the scheme is not attractive to private capital, and subscriptions of stock cannot be looked for to any material extent.

We are of opinion that the gross earning at the outset would not exceed $2,500 per mile per annum, and that the operating expenses would not be less than 65%. This would give a net revenue of $875 per mile. First mortgage bonds of the Company might therefore have credit with the public to the extent of about $14,000 per mile, bearing interest at 6%.

Almost the entire traffic of this road will be contributed in various proportions to the lines which may connect with it at the south, and in the aggregate will be of corresponding value to them. The connecting Companies might therefore be required to deposit semi-annually with the Government a percentage of their net earnings on this contributed traffic sufficient to guarantee the interest upon, and form a sinking fund for the redemption of second mortgage bonds of the Company to the extent of $6,000 per mile, to be issued under guarantee of the Government; paid up stocks of the Company to be issued to the several Companies at such times and for such amounts as the payments made by them to the Government in respect of such bonds. It might be preferable to have only one class of bonds, with interest to the extent of say two per cent. guaranteed by the Government on the entire issue, not exceeding $20,000 per mile, and to apply the semi-annual deposits of the connecting Companies with the Government to redemption of a corresponding amount of bonds by periodical drawings.

To complete the financial scheme, we believe that an absolute grant of $10,000 per mile would be required from the Government.

In respect of the general advantages to accrue from the construction of this line, we venture respectfully to suggest that at least one-half of this amount might be set apart from the Consolidated Revenue Fund of the Province. These general advantages are the connection with the Canadian Pacific Railway which this line will furnish to the entire Province from Belleville westward, by means of the Grand Junction Railway, the Midland Railway, the Northern Railway, the Hamilton and North Western Railway and their connections, the opening up of new districts which abound in such materials as are necessary to the industries of the older sections of the Province, and the filling up of these new sections with an industrial population of their own.

In respect of the advantages of a local character to accrue to the Muskoka, Parry Sound and South Nipissing Districts, we would respectfully suggest that the other half might be made a special charge against a portion of the lands in these districts. Spread over their entire acreage (approximating six million acres) it would not amount to a mortgage of quite ten cents per acre.

A small percentage of these lands is already occupied, and of those remaining in possession of the Government some lie more adjacent to the Victoria Railway projected northward to the junction of the Mattawan and Ottawa Rivers; but it is evident that, after making all necessary allowances, the incumbrance would be but a trifling one compared to those assumed

by municipalities in the older districts in the promotion of Railway enterprises within their borders.

We believe it can be demonstrated that the lands in these new districts, if brought within reasonable distance of a Railway, would be more acceptable to the settler at $5 or $6 per acre than as a free grant with such facilities as are at present afforded by colonization roads.

We regard it as of great importance that this Railway should be constructed as a double track road, in view of the future requirements of Western Ontario and the connection to be established between the American Railway system converging at Buffalo and Suspension Bridge, and the Canadian Pacific Railway, as doubtless also the Northern Pacific Railway *via* Sault Ste. Marie.

This American connection will not only ultimately build up an important through traffic, but must promote the more rapid development of the northern portions of this Province.

If the circumstances do not appear to the Government to warrant so large an expenditure as a double track Railway involves, the financial scheme we have suggested admits of modification to meet the reduced cost of a single track Railway.

I have the honour to be, Sir,

Your obedient servant,

(Signed) MAITLAND YOUNG,
Secretary.

I, Warren Franklin Burton, of the City of Hamilton, in the County of Wentworth, Barrister-at-Law, do solemnly declare :—

1. That I have searched the files of the following papers, namely, the *Ontario Gazette*, the *Barrie Examiner*, and the *Hamilton Evening Times*.

2. That in the *Ontario Gazette*, a paper published by royal authority in the City of Toronto, there appeared on the sixteenth day of October instant, a notice in the words and figures of the notice I now look upon, as follows :—

"HAMILTON AND NORTH WESTERN RAILWAY COMPANY.

"Notice is hereby given that a special general meeting of the shareholders of this Company will be held at the offices of the said Company, on Main Street, in the City of Hamilton, on Monday, the first day of November next, at twelve o'clock noon, for the purpose of considering a certain agreement entered into on the eleventh day of August last, by the Directors of the said Company, with the Hamilton and Lake Erie Railway Company, for the union of the two Companies, and of ratifying or disallowing the same.

"MAITLAND YOUNG,
Secretary H. & N. W. R. Co.

"Dated at Hamilton this 12th day of October, 1875."

3. That in the *Barrie Examiner*, a weekly paper published in the County of Simcoe, there appeared on the fourteenth and on the twenty-first and twenty-eighth days of October instant, a notice to the same effect.

4. That in the *Hamilton Evening Times*, a daily paper published in the City of Hamilton, there appeared a like notice in the same words and figures in the issue of that paper on the nineteenth and twenty-sixth days of October instant.

And I make this solemn declaration believing the same to be true, and by virtue of the Act passed in the thirty-seventh year of Her Majesty's reign, intituled "An Act for the Suppression of Voluntary and Extra Judicial Oaths."

WARREN F. BURTON,
Notary Public.

Hamilton, Ontario, dated 30th October, A.D. 1875.

I, Warren Franklin Burton, of the City of Hamilton, in the County of Wentworth, a Notary Public by royal authority duly appointed, do solemnly declare :—

1. That I have searched the files of the *Ontario Gazette*, a newspaper published weekly by royal authority in the City of Toronto, and that I find that a notice in the words and figures of the printed notice I now look upon, appeared in the issue of the said paper on Saturday, the sixteenth day of October in the present year, as follows :

"HAMILTON AND LAKE ERIE RAILWAY.

"Notice is hereby given that a special general meeting of the shareholders of this Company will be held at the Company's offices in the City of Hamilton, on the second day of November next, at noon, for the purpose of (1) receiving the Report of the Directors; (2) of sanctioning the forfeiture of certain unpaid shares of the Company's stock; (3) of considering the terms of an agreement entered into between the Directors of this Company and the Directors of the Hamilton and North Western Railway Company, that the Companies they respectively represent shall be united as one Company, and of ratifying or disallowing the same; and (4) for the transaction of any other competent business.

"A. A. ANDERSON.
Secretary.

"Hamilton and Lake Erie Railway Co.'s Offices,
Hamilton, 12th October, 1875."

2. That I have also searched the files of the *Daily Spectator*, a newspaper published in the City of Hamilton, in the County of Wentworth, and find that a similar notice, such as is referred to in the last paragraph of this certificate, was published in that paper in its issue of the fourteenth of October last.

3. That in addition to the publication required by the Statute in that behalf, the said notice has appeared two or three times in the said *Daily Spectator*, and also in the *Hamilton Evening Times*, a daily paper also issued in the said City of Hamilton.

4. And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the Act passed in the thirty-seventh year of Her Majesty's reign, intituled "An Act for the Suppression of Voluntary and Extra Judicial Oaths."

[Seal.] WARREN F. BURTON,
Notary Public.

Dated at Hamilton, 1st November, 1875.

I, Maitland Young, of the City of Hamilton, Secretary of the Hamilton and North Western Railway Company, do hereby certify that at a special general meeting of the shareholders of the said Company duly called for the first day of November instant, and held on that day, for the purpose of considering a certain agreement entered into on the eleventh day of August last by the Directors of the said Company, with the Hamilton and Lake Erie Railway Company, for the union of the two Companies, and of ratifying or disallowing the same, the following resolution was adopted:

Moved by Mr. John Field, seconded by Mr. Philo W. Dayfoot, and resolved:

"That the agreement of the eleventh day of August last, made by the Directors of this Company with the Directors of the Hamilton and Lake Erie Railway Company, for the union of the two Companies, and now submitted to this meeting, be and the same is hereby approved and ratified."

MAITLAND YOUNG,
Secretary.
JOHN STUART,
President H. & N. W. R. Co.

Hamilton 17th November, 1875.

I, Alexander Bruce, of the City of Hamilton, Esquire, do solemnly declare—

1. That the resolution of the shareholders of the Hamilton and North Western Railway Company, approving and ratifying the agreement of the eleventh day of August last for the union of the Hamilton and North Western Railway Company with the Hamilton and Lake Erie Railway Company, was unanimously adopted at the special general meeting of the shareholders of the said Company, held on the first day of November instant.

2. That the resolution of the shareholders of the Hamilton and Lake Erie Railway Company approving and ratifying the agreement of the eleventh day of August last, abovementioned, was unanimously passed and adopted at the adjourned special general meeting of the shareholders of the said Company, held on the seventeenth day of November instant;

that such adjourned meeting was numerously attended by shareholders, and I am satisfied that four-fifths of the shareholders were present or represented; and I make this solemn declaration conscientiously believing the same to be true, and by virtue of the Act passed in the thirty-seventh year of Her Majesty's reign, intituled "An Act for the Suppression of Voluntary and Extra Judicial Oaths."

Declared before me at Toronto, in the County of York, this eighteenth day of November, 1875. A. BRUCE.

J. G. SCOTT,
Commissioner in B. R., County of York.

I, Alexander Allan Anderson, Secretary of the Hamilton and Lake Erie Railway Company, do hereby certify that a special general meeting of the shareholders of the said Company, called for the second day of November instant, for the purpose amongst other things of considering the terms of an agreement entered into between the Directors of the said Company and the Directors of the Hamilton and North Western Railway Company, that the said Companies should be united as one Company, and of ratifying or disallowing the same, was duly adjourned to the eighth day of November instant, and was on that day further duly adjourned to the twelfth day of November instant, and was on that day further duly adjourned to this seventeenth day of November instant, when at such special general meeting it was moved by George Roach, seconded by James Stuart, and resolved, "That the agreement of the eleventh day of August last, made by the Directors of this Company with the Directors of the Hamilton and North Western Railway Company for the union of the two Companies, and now submitted to this meeting, be and the same is hereby approved and ratified."

A. A. ANDERSON,
Secretary.

JAMES TURNER,
President.

Copy of an Order in Council approved by His Honor the Lieutenant-Governor, the 18th day of November, A. D. 1875.

The Committee of Council have had under consideration the report of the Honourable the Attorney-General, dated the 18th November, 1875, wherein he states that he has had under consideration an agreement made between the Hamilton and Lake Erie Railway Company and the Hamilton and North Western Railway Company, dated 11th August, 1875, for the amalgamation of the said Companies, executed under the provisions of the Act passed in the 38th year of Her Majesty's reign, chapter 48, intituled "An Act further to amend the Act incorporating the Hamilton and North Western Railway Company," and also proof that has been furnished of the ratification of the said agreement at special general meetings of the said Companies duly called for the purpose of considering the said agreement and of ratifying or disallowing the same, and he recommends that an Order in Council be passed approving of the said agreement.

The Committee advise that your Honor approve of the said agreement.

Certified,

J. G. SCOTT,
Clerk Executive Council, Ontario.

19th November, 1875.

HAMILTON, 26th Nov., 1875.

DEAR SIR,—If the Government have made any orders or adopted any forms as to the mode of proof of compliance with Orders in Council as to the grant of aid to railways, we would like you to telegraph us, and at the same time send up forms. In the case we have

in view the Company have to make proof of a contract, and we wish to know if there is any formal way of making such proof beyond producing the contract.

Truly yours,

BRUCE, WALKER & BURTON.

I. R. Eckart, Esq.,
Provincial Secretary's Office, Toronto.

(Telegram.)

TORONTO, 27th Nov., 1875.

To Messrs. BRUCE, WALKER & BURTON,
Barristers, &c., Hamilton.

Production of contract in duplicate only required.

(Sig'd) I. R. ECKART,
Assistant Secretary.

THIS AGREEMENT, made the twenty-seventh day of November, in the year of our Lord one thousand eight hundred and seventy-five, by and between the Hamilton and North Western Railway Company, hereinafter called "the Company," of the first part, and John Proctor, of the City of Hamilton, in the Province of Ontario, Contractor, hereinafter called "the Contractor," of the second part.

Whereas, the party of the second part has proposed to the Company to construct their line of Railway, and to purchase the right of way for such line of Railway upon the terms and subject to the conditions, stipulations and agreements hereinafter contained, at and for the consideration hereinafter mentioned, payable as hereinafter set forth, and the Company have accepted such proposals.

Now this Indenture witnesseth, and the parties hereto do hereby mutually covenant and agree to and with each other as follows:

1. The Contractor shall and will, on or before the first day of September, one thousand eight hundred and seventy-six, make and finish in a good and workmanlike manner, and in conformity with the specifications and plans and drawings prepared for the Company and submitted to the Contractor, the whole of that portion of the line of Railway authorized by the Company's charter to be constructed, lying between the City of Hamilton and the Village of Georgetown, and necessary for perfecting connection between the existing line of Railway heretofore known as the Hamilton and Lake Erie Railway at the City of Hamilton, on the one hand, and the Grand Trunk Railway at Georgetown on the other hand, and furnish and supply all materials therefor, including iron fishplates, joint fastenings, and bolts and nuts, and procure and furnish the right of way therefor and the necessary station grounds, including suitable station and other buildings, and office and other furniture, and the erection of a telegraph line, and of necessary trackmen's shanties.

2. The Contractor shall and will, on or before the first day of October, one thousand eight hundred and seventy-seven, make and finish in a good and workmanlike manner, and in conformity with the specifications and plans and drawings prepared for the Company and submitted to the Contractor, those portions of the Company's line lying respectively between Georgetown aforesaid and Clarksville, and between Clarksville and Barrie, and furnish and supply all materials necessary therefor, including iron fishplates, joint fastenings and bolts and nuts, and also procure and furnish the right of way for the portions of the line in this paragraph mentioned, and the necessary station grounds, including station and other buildings, and office and other furniture, and the erection of a telegraph line, and of necessary trackmen's shanties.

3. The Contractor shall and will, on or before the first day of October in the year of our Lord one thousand eight hundred and seventy eight, make and finish in a good and workmanlike manner, and in conformity with the specifications and plans and drawings prepared for the Company and submitted to the Contractor, that portion of the Company's line between Clarksville and Collingwood, and furnish and supply all materials necessary therefor, including iron fish plates, joint fastenings and bolts and nuts, and also procure and furnish the right of way for the portion of the line in this paragraph mentioned, and the necessary station grounds,

including station and other buildings and office and other furniture, and the erection of a telegraph line and of necessary trackmen's shanties.

4. If the Company, on or before the first day of October, one thousand eight hundred and seventy-seven, procure bonuses from the municipalities and aid from the Government to the extent of five thousand dollars per mile for that portion of the Company's line extending north from Barrie to a point on one of the bays bordering on the Township of Tay, then the Contractor shall and will, on or before the first day of October, one thousand eight hundred and seventy-eight, make and finish such portion in a good and workmanlike manner, and in accordance with such plans, drawings and specifications as shall be prepared for the Company, and suitable and sufficient for the construction of that portion of the said line, according to the same class of work as that shown and described in the existing specifications, plans and drawings, and furnish and supply all materials necessary therefor, including iron fish plates, joint fastenings and bolts and nuts, and also procure and furnish the right of way for such portion and the necessary station grounds, including station and other buildings, office and other furniture, the erection of a telegraph line, and of necessary trackmen's shanties: Provided that if such bonuses and aid be not obtained by the first day of October one thousand eight hundred and seventy-seven, the Contractor shall not be called upon to build such portion.

5. If the Company, on or before the first day of October, one thousand eight hundred and seventy-six, procure bonuses from the municipalities and aid from the Government to the extent of forty thousand dollars for that portion of the Company's line extending south from Jarvis to the waters of Lake Erie at Port Dover, then the Contractor shall and will, on or before the first day of October one thousand eight hundred and seventy-seven, make and finish such portion in a good and workmanlike manner, and in accordance with such plans, drawings and specifications as shall be prepared for the Company, and be suitable and sufficient for that portion of the said line according to the same class of works as shown and described in the existing plans, specifications and drawings, and furnish and supply all materials necessary therefor, including iron fish plates, joint fastenings and bolts and nuts, and also procure and furnish the right of way for such portion and the necessary station grounds, including station and other buildings, office and other furniture, the erection of a telegraph line and of necessary trackmen's shanties: Provided that, if such bonuses and aid be not procured on or before the first day of October, one thousand eight hundred and seventy-six, the Contractor shall not be called upon to build such portion.

6. The Contractor shall and will, within the times hereinbefore respectively limited in that behalf, in all respects make and finish the said works on the respective portions of the said line, and observe the several terms of the specifications and conditions so prepared or to be prepared as aforesaid, and fulfil his part of this contract, so that the said road shall be finished and completed as a first-class railway, having regard to the plans and specifications, and shall be received and passed by the Government Inspector of Railways as such, and the said Contractor will, at his own expense, during the month of June, one thousand eight hundred and seventy-seven, as to the works agreed to be done at or before the first day of September, preceding, and in like manner during the month of June, one thousand eight hundred and seventy-eight, as to the works to be done by the first day of October then preceding; and in like manner in the month of June, one thousand eight hundred and seventy-nine, as to the works agreed to be done at or before the first day of October then preceding, make good any slips or subsidences in the earthworks, and repair all damages done to the ditches and fences during the preceding winter and spring: Provided that the Company shall, during the said winter and spring, maintain the usual force of track-men and section-men, and take ordinary good care of the road.

In consideration whereof, the Company will pay to the Contractor for and in respect of the several works mentioned in the first, second, third, fourth and fifth clauses of this contract according to the schedule of prices hereto annexed in manner following:—

On the first day of each month, or as soon as may be thereafter, the Company's Engineer shall, in respect of each of the several portions of the said line mentioned in the first, second, third, fourth and fifth clauses hereof respectively, upon which work has been done, make a separate estimate of the amount of work done and performed, and materials supplied during the then preceding month, and shall grant a certificate therefor, showing the amount which the Contractor is entitled to receive from the Company under this contract, in respect of the work on each such portion. Of the amount so estimated and certified, ninety per cen-

tum shall be paid on the production of such estimate and certificate; and the final amount in respect of each portion, together with the percentages so retained, shall be paid upon the production of the certificate of the said Engineer of the complete construction of such portion in the manner hereinbefore mentioned.

It shall be the duty of the Engineer to make such estimates, and to grant such certificates on or immediately after the first day of each month, and he shall furnish such certificates to the Contractor at such times as aforesaid on his request, and such certificates shall be in such form or forms, and contain such particulars as are necessary to comply with the requirements of the Company's Acts of Incorporation, or with any of the by-laws or agreements in reference to the aid granted by municipalities to the Company.

In witness whereof the parties of the first part have to these presents, in duplicate, caused their corporate seal to be affixed under the hand of their President. And the party of the second part has hereto, in duplicate, set his hand and seal the day and year first above written.

JOHN STUART, [L. S.]
President.
JOHN PROCTOR, [L. S.]

Signed, sealed and delivered in the presence of
W. B. PALMER, JR.,
as to the signatures of
John Stuart and John Proctor.

HAMILTON, 29th November, 1875.

I, John Stuart, of the City of Hamilton, President of the Hamilton and North Western Railway Company, do hereby certify that John Proctor, of the said city, Contractor, who is the Contractor with the said Company, under contract dated the twenty-seventh day of November instant, is a person of ample means to fulfil said contract; that he is a man of good financial standing, and has had experience already as a contractor with the Wellington, Grey and Bruce Railway Company, and the Hamilton and Lake Erie Railway Company.

JOHN STUART.

HAMILTON, 29th November, 1875,

The Hon. S. C. WOOD,
Provincial Secretary,
Toronto.

We have the honour to hand you contract between the Hamilton and North Western Railway Company and Mr. John Proctor, for the construction of their line of railway, that the same may be considered and approved as being in compliance with the terms of the Order in Council granting aid to the said railway, together with the certificate of the President.

Your obedient servants,
BRUCE, WALKER & BURTON.

Copy of an Order in Council approved by His Honor the Lieutenant-Governor the 2nd day of December, 1875.

Upon consideration of the Report of the Honourable the Attorney-General, dated 30th November, 1875, the Committee of Council advise that it be declared that proof has been furnished to the satisfaction of Your Honor in Council, of the existence of a *bona fide* and sufficient contract for the completion of the works (exclusive of track-laying) on the Hamilton and North Western Railway between Hamilton and Barrie, and between Clarks-

ville and Collingwood, in accordance with the requirements of the Order in Council of 19th March, 1874, granting aid to the said railway.

Certified,

(Signed) J. G. Scott,
Clerk Executive Council, Ontario.

4th December, 1875.

The Honourable
The Provincial Secretary.

Hamilton and North Western Railway.

Hamilton to Terminus in Tay and Collingwood, and Jarvis to Port Dover; total, 167 miles.

Contract-Schedule of General Works and Prices.

Description of Work.	Prices.
Right of way, including stations-grounds, &c., per acre	$60 00
Clearing and close cutttng "	25 00
Grubbing "	180 00
Excavation, including all drains and ditches, road and bridge approaches, foundation pits for culverts and cattle-guards, &c., framing station yards and allowance for waste and shrinkage, per cubic yard	25
Post and Board fencing complete, per rod	1 20
Rail " "	1 00
Public road crossings, including cattle-guard, signal board and everything complete, each	120 00
Private road crossings, including gates complete, each	20 00
Timber in culverts, including spikes and iron work, per ft. B. M.	25 00
Masonry in stone culverts, including all foundation work, per cubic yard	5 00
Pile bridging, 12 ft. high and under, per lineal foot	6 00
Trestle " 15 " "	7 50
" " 25 " "	9 50
" " 35 " "	15 00
" " 45 " "	22 00
" " 55 " "	28 00
" " 65 " "	32 00
" " 98 " "	40 00
Truss bridging, including piling piers, crib-work, covering with galvanized iron, and everything complete in place, 100 feet span, per lineal foot	40 00
Truss bridging, including piling piers, crib-work, covering with galvanized iron, and everything complete in place, 80 feet span, per lineal foot	35 00
Truss bridging, including piling piers, crib-work, covering with galvanized iron, and everything complete in place, 50 feet span, per lineal foot	30 00
Truss bridging, including piling piers, crib-work, covering with galvanized iron, and everything complete in place, 120 feet span, per lineal foot	45 00
Cross ties, each	25
Track laying, including siding switches and signals, and cost of haulage of all materials, per mile	200 00
Ballast in track and at stations, per cubic yard	25
Station building, 1st class, as shown in plan, each	5000 00
" 2nd " " "	2500 00
" 3rd " " "	1200 00

Frost-proof tanks, pump houses, pumping machinery and pump and water supply, complete, each	1200 00
Engine shed, at Hamilton	5000 00
" Collingwood	1500 00
" Barrie	1500 00
" Clarksville	1500 00
Turn-table, at Collingwood	900 00
" Barrie	900 00
" Clarksville	900 00
Rails, per ton	40 00
Iron bolts, nuts and spikes, per ton	60 00
Incidental and engineering expenses, per mile	1000 00

All work and material of any description not provided for in the foregoing schedule of prices, the price of the same to be fixed by the engineer.

JOHN PROCTOR.

HAMILTON AND NORTH WESTERN RAILWAY.

Specifications for Iron, Rails, Nuts, Bolts, &c., &c.

The rails are to be fifty-six (56) pounds weight per yard, and to be rolled in the following lengths, viz :—ninety (90) per cent. twenty-four (24) feet long, and the remaining ten (10) per cent. to be in lengths of eighteen (18) and twenty-one (21) feet.

They are to be of uniform section throughout their entire length, free from all imperfections, and to be made perfectly true and straight by means of a press, the ends to be cut off square.

The iron for the head of the rail shall be of a hard, close grained character; that in the bottom of the pile shall be such as to produce a fibrous fracture. The top of the pile shall consist of a slab of No. 2 iron (prise-mine), not less than one and a half ($1\frac{1}{2}$) inches in thickness, and of the full length of the pile. The remainder of the pile (with the exception of the bottom layer, which shall be of No. 2 iron) shall consist of puddled bars of No. 1 iron, each three-quarters ($\frac{3}{4}$) of an inch thick, of two unequal widths, breaking joints with those above and below, but of the whole length of the pile. The bars laid between the top and bottom slabs must be of such quality as to weld well amongst each other, and to effect a gradual transition of the degree of welding heat, which is lowest in the top slab and highest in the bottom slab.

The rails shall have holes punched in the ends, of the form and dimensions shown in the drawings. Each rail to be marked in its side, by means of letters cut in the finishing rolls, with the maker's name and year of manufacture.

The rails shall be subject to inspection during the whole course of their manufacture by an agent appointed by the Railway Company, who shall have liberty to be present in the Rolling Mills at all hours during their manufacture, and who shall have power to apply such tests as may seem requisite to insure sound rails, and to reject all those which, in his opinion, do not conform to this specification.

Should any of the rails laminate, break, or otherwise fail within a period of two years from completion of the order, the Company will, at their own expense, take such rails out of the line, and the contractor shall be bound to exchange them for an equal quantity of sound rails, to be delivered when required, free of cost, at the Company's grounds.

Splices.

The splices are to be rolled from the best quality of scrap-iron, and made to accord with the drawings. They must fit closely and truly to the sides of the rails, so as to form, when bolted, a rigid and secure joint.

Bolts and Nuts.

The bolts and nuts are to be manufactured of the finest quality of close grained, fibrous iron. They are to be three-quarters ($\frac{3}{4}$) of an inch in diameter and three and one-half ($3\frac{1}{2}$) inches long from the under side of the head. The head is to be forged out of the solid, and the screw well cut; the whole to be in accordance with the drawings. They are to be heated and dipped into linseed oil, and packed in strong casks, well headed up, about two hundred-weight to a cask.

Spike.

Spike are to be the ordinary railroad hook-headed spike, five and a half ($5\frac{1}{2}$) inches long by nine-sixteenths (9–16) of an inch square; to be made from first-class quality of tough. fibrous iron, heads upset from the solid.

JOHN PROCTOR.

HAMILTON AND NORTH WESTERN RAILWAY.

General Specification of Works.

The contract of which this specification shall form a part is to include all works of construction and all materials required for building the railway.

It embraces the work of clearing, chopping and burning the logs and brush, grubbing, fencing, earthworks of all kinds, ditching, draining, pile driving, trestle and truss bridges of all kinds, stone and wooden culverts, road crossings, cattle guards, station buildings, telegraph works, tanks. water supply, engine sheds, turn-tables, ties, track laying and ballasting, and every house-building appliance and thing necessary to complete the said line of railway.

The contract price is to be a schedule of prices.

Course of the Railway.

The red line on the map shows the course of the railway to be constructed under this contract. The area of land to be purchased by the Company will be staked out by the engineer.

Clearing, &c.

The land occupied by the railway is to be cleared throughout its whole extent of all trees, stumps, bushes, logs, rubbish and other vegetable matter, which shall be entirely burned upon the Company's grounds, and not in any case removed therefrom to the adjacent lands.

The contractor shall be at liberty to preserve any timber suitable for bridges, fences or ties, or cordwood. but all such timber must be cut down whilst the work of clearing is going on, and piled up in such spots as the engineer may direct, in such manner as shall admit of ready inspection.

The work of clearing shall always be kept in advance of the grading at least 100 yards.

In addition to the clearing of the standing timber within the railway boundaries, all leaning or decayed trees adjoining the same which might fall within the line of the railway fences, shall be cut down when so directed by the engineer.

The clearing shall consist of two kinds—ordinary clearing and close cutting; the former will admit of the stumps being left thirty inches high, and it comprises all the clearing between the side ditches and the railway fences, and that beneath all embankments exceeding four feet high to formation level.

The close cutting requires the stumps to be cut off close to the surface of the ground, and it is to be carried out under all embankments above eighteen inches and less than four feet high to formation level.

Grubbing of the stumps shall be required under all embankments when less than eighteen inches high to formation level.

The stumps shall also be grubbed out of all side ditches where they obstruct the flow of water.

Fencing.

The fencing shall consist of a post and board fence, or rail fence, as directed by the engineer.

The fence shall be connected with all cattle guards and with the ends of bridges or trestles in the manner to be directed by the engineer.

The post and board fence shall be made of white oak, cedar or chestnut posts and pine boards.

The posts shall be eight feet in length and not less than five inches in diameter at the small ends, flattened on one side, and hewed out of wind so as to receive the boards.

They shall be firmly set in the ground three feet, and shall be seven feet apart.

Each panel of the fence shall consist of four boards of good sound sawn pine, fourteen feet long and one inch thick.

The lower board shall be twelve inches wide, and the three upper boards each eight inches wide, making in all thirty-six inches.

The space between the bottom and second boards shall be four inches, between second and third boards six inches, and between third and fourth boards eight inches, making a fence of four and a half feet high. The lower board shall be nailed to the posts with nine cut nails two and a half inches long, three in each post, and the three upper boards be nailed to the posts with six cut nails two and a half inches long in each board, two in each post.

The tops of the posts shall be sawn off even with the upper board, and a vertical baton six inches wide shall be nailed over the joints at each post with not less than eight cut nails three and a half inches long, driven through both baton and board into the post.

The bottom board of the fence shall conform to the general surface of the ground, and whenever any small undulations or holes occur in the ground, they shall be stopped up with earth or sods, so as to exclude pigs, sheep, &c.

Whenever a cross fence is taken down, it shall be connected securely and neatly with the Railway fence.

Rail fence shall consist of a stake and rider fence, laid eight rails high.

The rails shall be twelve feet long by four inches in average thickness, and they shall be laid with a worm of five feet, and shall consist of any hard wood or cedar.

Field gates shall be provided for all private level crossings, hung upon oak or cedar posts not less than nine inches in diameter at the small ends, and placed four and a half feet in the ground. These gates shall be made of pine timber, planed, and painted with two coats of oil paint. They shall be made in all respects, as regards dimensions and sizes of timber and iron work, in accordance with the drawings herewith exhibited.

Grading.

The red line on the profile herewith exhibited represents the tops of embankments and bottoms of cuttings at the centre line of the track, otherwise termed the sub-grade or formation level.

The grading comprises all earthwork in the formation of the road-bed, as also that in connection with road crossings, approaches to bridges, foundations of structures, ditches and drains of all descriptions, extra width of cuttings and embankments for sidings, stations, road approaches to stations, and making up low ground in station yards, &c.

Before the contractor shall be called upon to break ground on the different points on the line, a sufficient distance will be staked out by the engineer, who will furnish slope and ditch stakes and grade stakes, and the contractor must have all stakes most carefully preserved.

Cuttings and Embankments.

The general width of cuttings will be twenty-two feet at sub-grade, but when the depth of the cutting or quantity of water to be carried off requires it, the width shall be increased, at the discretion of the engineer, either before or during the progress of the excavation.

The slopes as a general rule will be one and a half horizontal to one perpendicular. A

ditch three feet wide at the top and one foot deep shall be excavated at the foot of the slope of all cuttings.

A surface or catch water ditch shall be cut at the top of the slopes of all cuttings where the ground falls towards the top of slopes of cuttings, with side slope of one and a half to one; these ditches are included in the general excavation of cuttings, and form part of the contract price.

The width of embankments at sub-grade is to be sixteen feet, and the slopes are to be one and a half to one.

When an embankment is formed against the ends of bridges, the material must be deposited in layers as directed by the engineer.

In embankments made from side ditches or borrowing pits, a beam or bench of four feet in width shall be left between the foot of embankment slope and the inner edge of the ditch, and the same width shall be left between the fence and the outer edge of ditch.

The side ditches shall be excavated with regular slopes, with a fall to the water-course as directed by the engineer.

In side hill ground to be covered by embankments, the surface shall be either stepped or deeply ploughed, and, if necessary, it shall be underdrained by tiles, pipes or broken stones, as may be determined by the engineer.

Whenever necessary, off-take drains to carry off the water into the nearest water-courses shall be dug by the contractor at his own cost, the length, size and number of all such off-take drains to be determined by the engineer.

The embankments must be made of sufficient height and width to allow for the subsidence and shrinkage of the same, and all settlements, slips and shrinkage must be made good by the contractor.

The sub-grade in cuttings shall be finished with a crowning centre at least four inches higher than at each side.

Where there is a surplus excavation in any cutting, the same shall be applied in widening the adjoining embankment to such extent as the engineer shall determine, or it may be deposited in a spoil bank if the engineer should require it.

As the embankments become consolidated, their sides shall be carefully trimmed to the proper slopes.

No stumps, logs or other perishable material shall be placed in the embankments. Whenever an embankment has to be formed across a swamp or bog of unsound bottom, a substructure of trees and brushwood shall be formed in such a manner as the engineer shall direct.

Wherever springs, soaks or streams of water appear and issue from the face of slopes of cuttings, the contractor shall make all necessary permanent drains to convey away the same, by instructions from engineer.

Road Crossings.

On all public roads crossed by the Railway on the level, a platform of pine, oak or hemlock plank shall be spiked to the cross ties between the rails and for a distance of twelve inches on each side of the track.

On private or farm roads this platform shall be twelve feet wide, made of three-inch plank and on public roads it shall be made of four-inch plank and twenty-four feet in width. This plank shall be spiked down with seven-inch spikes in a secure manner, and all irregularities in the thickness of the plank shall be adzed off.

A wooden culvert, as the engineer may direct, shall be constructed on each side of the track for the passage of the water in the ditches. These culverts shall be of sufficient length to pass clear through the approaches, which shall be twelve feet wide on top for private roads, and twenty-four feet wide in case of public roads. The side approaches shall be made of a slope of one foot in twenty.

In public road level crossings, a cattle guard of wooden timbers shall be built at each side of the road.

The cattle guards shall be made in accordance with the drawings herewith exhibited as a general rule, but where the railway bank is of greater height a corresponding depth shall be adopted.

The mode of construction is shown on the detailed drawing herewith exhibited. The

side timbers and sills shall be of white oak, rock elm, pine or cedar, but the track stringers shall be made of white oak, pine or rock elm.

The side timbers shall be flattened on three sides and trenailed together by 20-inch oak trenails four feet apart.

Public road crossings must be so constructed as not to impair the usefulness of the road, and the general drainage and the flow of water must be restored to its original condition.

The whole work must be so executed as to meet the approval of the Reeve of the township or pathmaster.

Private crossings do not require cattle guards, but instead thereof, a pair of gates shall be erected, as specified under the head of "Fencing."

The cross fences at public roads shall be securely and neatly connected with the cattle guards in the manner shown on the drawing.

The number of public and private road crossings is given in the schedule of quantities attached hereto, but the contractor must make an allowance for the probable increase in the number of these, such as almost invariably occur during the construction of a line of railway.

The embanked approaches to road bridges over the track shall be made of a width of 22 feet for public roads, and of 16 feet for private roads, and of a grade of 1 foot in 20.

The legal notice board shall be erected at all public road level crossings.

Wooden Bridging, Trestle Work and Open Culverts.

The timber for trestles and bridges shall consist of sound white pine or white oak of the best quality, free from all sap, loose knots, wanes or any symptoms of decay.

It shall be either sawn or hewn; if the latter, it shall be smoothly counter-hewn before being framed. All mortices and tenons are to be truly cut, and all joints are to be put together in white lead.

The piles for trestle bents or piers of bridges shall consist of white oak, rock elm or cedar, as may be directed by the engineer. They are to be of straight sound timber, not less than 9 inches in diameter at points, and 15 inches diameter at heads.

Trial piles shall first be driven to the satisfaction of the engineer, by which to determine the length of the other piles. They shall be driven to any depth the engineer may think necessary, and the weight of the ram employed and height of fall shall be in accordance with his directions.

Should the foundation prove to be such as to require an excessive length of piles, the engineer may order any additional number of piles instead, which shall be driven and properly capped to receive bents without extra charge.

Any pile that may be injured in driving, or that may be out of line, or too short, shall be replaced by a fresh pile.

The truss and trestle bridges shall be built exactly in accordance with the drawings herewith exhibited, the lengths and general height of which are marked on the profile.

Detailed drawings will be furnished by the engineer.

The iron work shall be of the best quality, with a well-cut thread for screws, of bolts and nuts made exactly in accordance with the detailed drawings herewith exhibited.

The open culverts may be built of materials and in the manner hereinbefore specified for cattle guards at public road crossings.

The length of any trestle work or bridging may be increased or diminished by the engineer, and embankments decreased or increased therefor accordingly, and the extra value of the same in the aggregate at the Schedule rates added to the contract price, but without any allowance for damages or detention.

Culvert Masonry.

All the masonry must be of a substantial and permanent character, of durable and suitable materials, and in every respect equal to the best description of masonry in similar railway works. Hydraulic lime will be used unless otherwise directed. The hydraulic lime must be of the best quality, fresh ground and kept in good order, satisfactory proof being afforded the engineer of its hydraulic quality. The cement must be thoroughly incorporated with approved proportions of clear large-grained sand.

The foundations shall be of timber, concrete or pavement, as determined by the engineer. When timber is used it shall be hewn on two sides, not less than ten inches in thickness, and laid not more than two feet from centre to centre. The spaces shall be filled with gravel, broken stone or concrete well rammed. The timber shall be covered with three-inch plank, well spiked or pinned, and when required the ends of the culvert shall be secured with sheet filing of three-inch plank. Whenever the engineer shall deem it necessary, piles shall be driven in the foundations in such number, dimensions and kind as he may require.

Concrete shall be made of broken stone or clean gravel, mixed with sand and hydraulic cement in such proportions as the engineer shall direct, well rammed in the pits and brought to an even surface for the masonry.

Pavements shall be made of flat stone, set edgewise in regular courses across the culvert, to be not less than twelve inches in depth, the stone to be well rammed in laying, and the interstices shall be thoroughly grouted or filled with gravel as directed.

The box culverts shall be of such form and dimensions as the engineer may direct; the side walls shall be built irregular, courses of good, sound, large flat bedded stones, not less than six inches thick and ten inches wide, laid in horizontal beds, with full mortar and thoroughly grouted joints, not to be less than half inch vertical and well broken; one-third of stone to be headers. The top course shall show alternate headers and stretchers, the headers extending through the wall. The covering shall consist of large, sound, flat stone, from twelve to eighteen inches thick, according to size of opening, having a bearing of at least one foot on the side walls and laid with tight joints so that the earth shall not run through. The end walls will be of coursed rubble well laid and pointed, with a coping two-and-a-half feet wide and not less than six inches thick, projecting three inches over face of wall.

Cross Ties for Permanent Way.

The cross ties to be eight feet long and eight inches wide and six inches thick; one-twelfth part of them shall be joint ties 10 inches in width.

All ties shall consist of oak, hemlock, tamarack, cedar, black ash, rock elm and chesnut.

The ties whether joint or intermediate, to be hewn, and they must be perfectly straight with parallel sides.

Track Laying and Ballasting.

When the road-bed is formed to a proper level, the sub-grade shall be laid with gravel ballast to a depth of 12 inches, and to an average width of 10 feet on top. Where cuttings occur in gravel or sand, the bottom will be finished at grade level instead of at sub-grade, and embankments formed of gravel or sand may in like manner be at once raised to the full grade level, so as to obviate the necessity of any subsequent ballasting beyond that of surfacing between the ties. The contractor shall haul the ballast and lay down all side tracks and switches into gravel pits at his own cost. The ties are to be laid at intervals of 24 inches from centre to centre, and ballast filled in between level to the top of the ties.

In laying the track the rails should be accurately laid both to line and level, and to the radii of the curves, as staked out by the engineer. In all matters of detail in laying the track and sidings, the contractor shall implicitly follow the directions to be given by the engineer.

The switches and signals provided shall be laid and erected by the contractor according to plans or directions hereinafter to be furnished to him.

Station and other Buildings.

The station buildings shall be built of wood resting on cedar post foundations, in accordance with the plans, and of the best materials and workmanship throughout. The engine sheds, workshops, water tanks, wells and pumping machinery, turn-tables and wood sheds, shall be built in accordance with the plans, and of the best material and workmanship throughout.

JOHN PROCTOR.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 9th December, 1875.

SIR,—I am directed to transmit herewith Copy of an Order in Council having relation to the "Hamilton and North-Western Railway," and approved by His Honor the Lieutenant-Governor the 2nd day of December, 1875.

I have the honour to be, Sir,
Your obedient servant,
I. R. ECKART,
Assistant Secretary.

Maitland Young, Esq.,
Secretary H. N. W. R. R.,
Hamilton.

Copy of an Order in Council approved by His Honor the Lieutenant-Governor the 2nd day of December, A.D. 1875.

Upon consideration of the Report of the Honourable the Attorney-General, dated 30th November, 1875, the Committee of Council advise that it be declared that proof has been furnished to the satisfaction of your Honor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works (exclusive of track laying) on the Hamilton and North Western Railway, between Hamilton and Barrie, and between Clarksville and Collingwood, in accordance with the requirements of the Order in Council of 19th March, 1874, granting aid to the said Railway.

Certified.
(Signed) J. G. SCOTT,
Clerk Executive Council, Ontario.

4th December, 1875.

The Honourable The Provincial Secretary.

(Copy.)

HAMILTON AND NORTH WESTERN RAILWAY,
Hamilton, 11th December, 1875.

SIR,—I have the honour to acknowledge receipt of your letter of the 9th instant, transmitting copy of an Order in Council relative to this Company, approved by His Honor the Lieutenant-Governor on the 2nd instant.

I have the honour to be,
Sir, your obedient servant,
(Signed) MAITLAND YOUNG,
Secretary pro tem.

Hon. S. C. Wood,
Provincial Secretary, Toronto.

SUPPLEMENTARY RETURN

Of Correspondence relating to the "Hamilton and North Western Railway," subsequent to that printed in Sessional Papers, December 20th, 1875.

By Command,

S. C. WOOD,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, January 12th, 1876.

SCHEDULE OF CORRESPONDENCE RELATING TO THE "HAMILTON AND NORTH WESTERN RAILWAY."

1876.
Jan. 11th.—Petition of the Hamilton and North Western Railway Company.

To the Honourable D. A. MACDONALD, *Lieutenant-Governor of the Province of Ontario, in Council.*

The Petition of the Hamilton and North Western Railway Company,

HUMBLY SHEWETH:

1. That your Petitioners are a Company formed by the amalgamation of the Hamilton and Lake Erie Railway Company and the Hamilton and North Western Railway Company, possessed of all the powers and privileges enjoyed by those Companies, and, therefore, authorized to construct and operate a Railway from Port Dover to a point on the Georgian Bay, in the Township of Tay, and to extend the same to Lake Nipissing and the Canadian Pacific Railway; also to construct a branch line from Clarksville to Collingwood.

2. That your Petitioners' Railway is now in operation between the City of Hamilton and the Village of Jarvis (32 miles), and a contract approved of by your Honor in Council has been entered into for the construction of their line from Jarvis to Port Dover, and from Hamilton to the Georgian Bay, as well as from Clarksville to Collingwood.

3. That, inasmuch as the Municipal and Government aid already granted is not applicable to the sections of the line between Jarvis and Port Dover (9¼ miles) and between Barrie and the Georgian Bay (about 30 miles), the contract referred to in the preceding paragraph, so far as it relates to those sections, is conditional on adequate aid being procured by the Company.

4. That in respect of the extension from Jarvis to Port Dover (originally part of the Hamilton and Lake Erie undertaking), that Company was compelled to defer making applications for aid to the Government and Municipalities because of their inability to undertake its construction, which inability was due to the inadequacy of the aid granted for their line between Hamilton and Jarvis, and the impossibility of negotiating bonds for an amount necessary to complete the line. To the Memorial of that Company, addressed to the Government in February, 1874, seeking additional aid between Jarvis and Burlington Bay, your Petitioners respectfully invite the attention of your Honor in Council.

5. That in respect of extension from Barrie to Georgian Bay, in Township of Tay, the Hamilton and North Western Company, prior to amalgamation, was unable to present a financial basis to the Government on which to found an application for aid. As to the intention of that Company to proceed with the extension north of Barrie, and their expectation of Government assistance, your Petitioners crave reference by your Honor in Council to the communications heretofore addressed to the Government in March, 1873, and August, 1875, also February and November, 1874.

6. That your Petitioners are assured that on the passing of an Order in Council for the aid now petitioned for in respect of these extensions, the further aid requisite under the provisions of the contract above referred to will be granted by the Municipalities.

7. That while aware that, as a general rule, the Government before granting aid has required the actual passage of by-laws by the Municipalities interested, your Petitioners desire to urge that, under the circumstances herein set forth, a grant may be made to them in anticipation of the passage of by-laws by the Municipalities, and they respectfully cite, as a precedent for such a course, the grant to the Port Dover and Lake Huron Railway Company, by Order in Council of 24th March, 1873.

8. That the line has been located between Jarvis and Port Dover, and surveyed though not finally located north of Barrie. Plans and profiles have not yet been completed, but the contractor has been satisfied, by the result of the surveys, to undertake construction on the same terms as the other portions of the line.

9. That your Petitioners regard these extensions as of absolutely vital importance to the success of their undertaking, and have relied upon obtaining requisite assistance therefor in assuming large pecuniary responsibilities in providing for the construction of other portions of the line.

10. That another Company has been formed for the purpose of building a Railway from Penetanguishene southward through the Townships of Tiny, Flos and Vespra, to a point as yet undefined, which Railway, if built, might to some extent accommodate that section of country. The Company referred to is now an applicant for Government aid. Your Petitioners respectfully urge that the route proposed for the extension from Barrie northward will best accommodate the country generally. It is several miles shorter, and leads in a direct course towards the Free Grant territory and to the most suitable point for connection with the Canadian Pacific Railway, and better gradients and alignment can be obtained at a lower cost of construction; considerations which induced the Hamilton and North Western Company to decline to adopt the route subsequently adopted by the rival Company, notwithstanding that strong inducements were held out to them by the Townships of Tiny and Flos.

Your Petitioners therefore pray that an Order in Council may be passed granting aid from the Railway Aid or Subsidy Funds at the rate of three thousand dollars per mile for that portion of their line between Jarvis and Port Dover, and at the rate of four thousand dollars per mile for that portion between Barrie and the Georgian Bay, in the Township of Tay, and additional aid on that portion of the line between Hamilton and Jarvis at the rate of one thousand dollars per mile.

And your Petitioners, as in duty bound, will ever pray.

(Signed) JOHN STUART, [L.S.]
President.

Hamilton, 11th January, 1876.

SUPPLEMENTARY RETURN

Of Papers and Correspondence relating to the Hamilton and North-Western Railway subsequent to that printed in Sessional Papers of January 17th, 1876.

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, January 24th, 1876.

(Copy.)

To the Honourable D. A. Macdonald, *Lieutenant-Governor of the Province of Ontario, in Council.*

The Petition of the Hamilton and North Western Railway Company,

Humbly Sheweth:

That the Hamilton and North Western Railway Company was chartered in 1872, for the express purpose of constructing a Railway from Hamilton to the Township of Tay, with power to extend to the Canadian Pacific Railway.

That having obtained the approval of the scheme by the Government as one peculiarly entitled to aid from the Railway Aid Fund, the Company proceeded to secure Municipal grants, and that the City of Hamilton and the other Municipalities south of Barrie granted bonuses on the faith that the Railway was to give them access to the pine lumber districts in the north, and ultimately connection with the Canadian Pacific Railway.

The Hamilton and Lake Erie Railway being now part of this Company's undertaking, the country between Hamilton and Lake Erie, and the whole Western Peninsula served by the various connecting lines, are, together with the aiding Municipalities, interested in the extension of the Railway northwards.

That your Petitioners have now a Bill before the Legislature to amend their charter, and a memorial before your Honor in Council, praying for aid to certain portions of their line, and more especially to that portion between Barrie and the Georgian Bay, in the Township of Tay, from which point your Petitioners seek to obtain independent access to any line of Railway which the Government and Legislature may see fit to assist for the purpose of connecting the Railway system of Western Ontario with the Canadian Pacific Railway.

That the legislation and grants sought by your Petitioners are opposed by the Northern Railway Company and the City of Toronto, by Petition to the Legislature and otherwise; mainly for the alleged reason that the line is intended to penetrate the same district served by the Northern Railway, and will be prejudicial to the interests of the proprietors and foreign creditors of that Company.

That the Northern Railway Company, through its President, and the City of Toronto through its representative in the Legislature, and a delegation from the City Council, were fully heard before the Railway Committee on the 18th inst., in opposition to your Petitioners' Bill, and that the Railway Committee nevertheless reported in favour of granting the legislation sought by your Petitioners.

That having failed to defeat your Petitioners before the Railway Committee, and anticipating the probable passage of the Bill by the Legislature, the Northern Railway Company are now directing their efforts to defeat the application of your Petitioners for aid from the Railway Fund for that portion of their line north of Barrie ; and with this object in view the said Company, immediately after their aforesaid failure before the Railway Committee, entered into an agreement with the North Simcoe Railway Company to endorse the bonds of the latter Company, and lease their proposed line between Penetanguishene and Barrie, or some other point on the Northern Railway—as set forth in the Supplementary Return of correspondence relating to the North Simcoe Railway Company.

That it is manifestly the aim of the Northern Railway Company, in opposing the grant sought by your Petitioners from the Government, to prevent construction of the Hamilton and North Western Railway, and more especially that portion northwards from Barrie, in order that that Company may obtain and keep entire control of the traffic between Western Ontario and the Free Grant Territory and the Canadian Pacific, which cannot be to the public advantage.

That your Petitioners' undertaking was, at the time their charter was granted, regarded by the Government and Legislature as one of Provincial interest, and your Petitioners were impressed by the Government of the day with the paramount importance of adopting the most direct possible route towards the Canadian Pacific.

That previous to the incorporation of the North Simcoe Railway Company your Petitioners were solicited by the residents of Penetanguishene and other promoters of the North Simcoe Company to construct their Railway to that village, but it was impossible to comply with their solicitations without serious departure from a direct route towards the Canadian Pacific, which your Petitioners had been urged by the Government to adopt, and without greatly increasing the length of their line, and encountering serious difficulties in construction.

That by pursuing the direct course toward the Canadian Pacific Railway, not only is the Georgian Bay reached at less expense, owing to the shorter distance and easier grades, but that district of country generally will be better supplied with Railway facilities.

After thorough surveys in that section of country, your Petitioners came to the conclusion that the Village of Penetanguishene could obtain Railway facilities at the least possible outlay by a short extension of the Midland Railway from Munday's Bay and a connection with your Petitioners' line at a point a little further east on the Midland Railway, and your Petitioners have always indicated a readiness to enter into arrangements with the promoters of the North Simcoe Company, should they and the residents of Penetanguishene prefer a more direct connection with your Petitioners' line.

Your Petitioners therefore pray that adequate aid may be granted to them to enable them to construct their line northwards from Barrie, and that if it is deemed expedient by your Honor in Council to grant aid to the North Simcoe Company also, the same may not be allowed to injuriously affect the far larger and more important enterprise in which your Petitioners are engaged.

And your Petitioners, as in duty bound, will ever pray.

(Signed) JOHN STUART,
President.

Hamilton, 24th January, 1875.

SUPPLEMENTARY RETURN

Of Correspondence relating to the "Hamilton and North Western Railway," subsequent to that printed in Sessional Papers, December 20th, 1875.

By Command,
S. C. WOOD,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 25th January, 1876.

(Copy.)

To His Honor DONALD ALEXANDER MACDONALD, *Lieutenant-Governor of the Province of Ontario, in Council assembled.*

The humble Petition of the Corporation of the Municipality of the Township of West Gwillimbury, in the County of Simcoe,

SHEWETH:

That your Petitioners are informed and believe that the charter of the "Hamilton and North Western Railway" has become void and is forfeited under the terms of their Act of Incorporation, by reason of their failure to commence the construction of their said Railway within the time limited under their said charter, and have filed their Bill of Complaint in the Court of Chancery praying to have the said charter declared void, and to have the by-laws granted by them with other Townships to the said Railway delivered up to the Corporation of the County of Simcoe, through whom they were issued, to be cancelled.

Your Petitioners are informed and believe that the "Hamilton and North Western Railway" are asking from your Honourable House certain amendments (as if still a body corporate) to their charter, which, if granted, would virtually be reviving and extending the charter of the said Railway indefinitely, and further asking that the by-laws granted under the said charter may also now, under said revised charter, if granted, be declared legal and valid.

Your Petitioners submit that it would be a great injustice and wrong to them if the said debentures granted by them, with others as aforesaid, for certain purposes under a charter, if now lapsed, should be held to be valid and be applicable under a new charter to all intents and purposes, without any opportunity being afforded to your Petitioners to take such steps as they might desire under the altered circumstances.

Your Petitioners would therefore pray your Honourable House that should your honourable body grant the said amendments prayed for, and so revive the charter of the said "Hamilton and North Western Railway Company," it may be declared that the debentures given by your Petitioners and other Municipalities through the County Council of the County

of Simcoe are not affected thereby, and are not legal and valid, and cannot be used under the said charter if revived as aforesaid.

And your Petitioners will ever pray.

(Signed) JOSEPH FENNELL,
Reeve of the Municipality of West Gwillimbury.

(Signed) S. D. BOOTH,
Clerk.

RETURN

Of Correspondence and Papers relating to the "Huron and Quebec Railway."

By Command,
S. C. WOOD,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, Dec. 20th, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "HURON AND QUEBEC RAILWAY."

Memo. as to Government aid expected.

Petition of the Company praying that an Act may be passed extending the time for the commencement and completion of the said works, and to otherwise alter and amend the said Acts and to legalize the said By-laws.

Memorial of the Company praying that the claims of Company for Provincial aid may be considered.

HURON AND QUEBEC RAILWAY.

Distance.—Toronto to Ottawa, 200 miles.
Government Aid expected as follows:—

Toronto to Eastern limit County of Peterborough, 110 miles, $3,000 per mile...	$330,000 00
Eastern limit County Peterborough to County of Lanark (Wilderness County), 60 miles, $10,000	600,000 00
Western limit County of Lanark to Carleton Place, 30 miles, $3,000 per mile...	90,000 00
	$1,020,000 00

Estimated cost per mile (cash and bond)		$30,000
Financed as follows:—Government aid per mile	$5,000	
Municipal aid per mile	5,000	
Railway Bonds	20,000	
		$30,000

The construction of this Railway between Toronto and Carleton Place would not only open up and develope a large tack of wilderness country, but would, by connecting the Railway system of Ontario with that of Quebec, virtually give Ontario another outlet to the sea,

and all the advantages of another great artery through the interior of the country in all respects equal to that derived by the construction of the Grand Trunk Railway.

To the Honourable Oliver Mowat,
Premier of Ontario.

(Copy.)

To His Excellency the Lieutenant-Governor of the Province of Ontario.

The humble Petition of the Huron and Quebec Railway Company,

HUMBLY SHEWETH :

1. That the time limited for the commencement of the proposed Railway of the said Company will have expired before the next meeting of the Legislature of the Province of Ontario.

2. That Municipalities have lately become interested in the promotion of the proposed Railway, and have passed and adopted By-laws granting aid by way of bonus to the said Company.

3. That the said Company will not be in a position to commence the said work before the said time shall have elapsed.

4. That your petitioners also require such amendments of their Charter as will enlarge their powers to make agreements with Municipalities granting bonuses.

5. That the Corporations of the Town and County of Peterborough have passed By-laws aiding the said Company by way of bonus, each of which By-laws contain a clause providing that the same are not to go into operation until the same shall have been legalized by the Ontario Legislature.

Your petitioners therefore pray that an Act may pass extending the time for the commencement and completion of the said work, and to otherwise alter and amend the said Acts and to legalize the said By-laws.

And your petitioners will ever pray.

W. CLUXTON,
President.
WALTER BEAL,
Secretary.

(Copy.)

To His Excellency the Lieutenant-Governor of the Province of Ontario.

The Memorial of the Huron and Quebec Railway Company,

HUMBLY SHEWETH :

1. That the immediate object of the said Company is the construction of a Railway between the Cities of Toronto and Ottawa, by way of the Town of Peterborough.

2. That the said proposed road, connecting as it will with the roads now in course of construction in the Province of Quebec, by the Government of that Province, will constitute the final and completing link of railway communication to the seaboard passing through, and developing the central portion of the eastern portion of the Province of Ontario.

3. That the construction of the said proposed road would not only open up and develope a large tract of wilderness country, entirely remote from communication, but would also, by connecting the railway system of Ontario with that of Quebec, virtually give to the Province of Ontario, another outlet to the sea, and all the advantages of another great artery through the interior of the country, in all respects equal to that derived by the construction of the Grand Trunk Railway.

4. That the County of Peterborough and the Town of Peterborough have recently, each of them, voted the sum of one hundred and fifty thousand dollars, being in all, the sum of three hundred thousand dollars, by way of bonus to the said Company, for the construction of the said proposed road; and other Municipalities along the line thereof are now being applied to, for aid, and propose to aid the said proposed road by way of bonus, to a material extent.

Your memorialists therefore pray that the claims of the said Company for Provincial aid towards the construction of the said proposed road may be considered.

And your memorialists will ever pray.

(Signed) W. CLUXTON,
President.

(Signed) WALTER BEAL,
Secretary.

Seal.

RETURN

Of Correspondence and Papers relating to the "Kingston and Pembroke Railway," subsequent to that printed in Sessional Papers, 1874.

By Command,

S. C. WOOD,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, 31st December, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO "KINGSTON AND PEMBROKE RAILWAY."

1875.

Sept. 14th.—Telegram from J. W. Nash to John Fraser, Toronto.

Dec'r. 7th.—Letter from President of the Company to the Honourable the Provincial Secretary.

" 30.—Letter from Presideht of the Company to the Honourable the Provincial Secretary, enclosing Memorandum submitted for the information of the Lieutenant-Governor of Ontario in Council, by the Kingston and Pembroke Railway Company, and Maps showing the proposed route.

Per Montreal Telegraph Line.

KINGSTON, 14th Sept., 1875.

JOHN FRASER, ESQ.,
Toronto,

Can do better than Tisdale's offer.

In any conversation with Mr. Mowat, let him understand we will require increased Government aid from Sharboh Lake to enable us to get on. Our available means will be exhausted in finishing to that point. From Sharboh Lake to Douglas—say sixty-six miles, at ten thousand dollars per mile—will be six hundred and sixty thousand dollars, less thirty thousand balance on Frontenac bonus, and two hundred and ten thousand previous Government grant on portion between Sharboh Lake and Douglas would make new Government grant on that portion four hundred and twenty thousand dollars. The onerous condition of Pembroke and Renfrew bonuses render them now practically lost. Only spea..

informally, as our point of junction will again require consideration, owing to recent location of Canada Central more easterly than previous survey; and it requires careful consideration whether ten thousand dollars per mile will make foundation sufficient to raise additional means necessary to build through an unsettled country.

(Signed) J. W. NASH.

. Charge K. & P.

KINGSTON, 7th December, 1875.

SIR,—I have the honour to transmit herewith memorandum, with map submitted by the Kingston and Pembroke Railway Company, for the information of the Lieutenant-Governor in Council, and making application for aid to construct their railway.

Your obedient servant,

(Signed) C. F. GILDERSLEEVE.

The Hon. the Provincial Secretary of Ontario,
Toronto.

(Copy.)

OFFICE OF THE KINGSTON AND PEMBROKE RAILWAY COMPANY.
Kingston, 30th December, 1875.

SIR,—I beg to enclose herewith an amended Memorandum from the Kingston and Pembroke Railway Company, with the request that it may be substituted in lieu of the Memorandum forwarded on the 7th December instant, and from which it differs in a few of its paragraphs only.

I have the honour to be, Sir,
Your obedient servant,
(Signed) C. F. GILDERSLEEVE,
President K. & P. R. R.

The Honourable the Provincial Secretary,
Toronto.

Memorandum submitted for the information of the Lieutenant-Governor of Ontario in Council, by the Kingston and Pembroke Railway Company.

KINGSTON, 7th December, 1875.

This Company was incorporated by Statute of Canada, 34 Victoria, chap. 49, assented to 14th April, 1871, to construct a railway from Kingston to Pembroke in this Province, with the object of opening up the intervening country for settlement; of giving value to the mineral deposits known to exist in that country; of increasing the value of the timber resources of the large tract of country drained by the rivers intersected by the railway, and of connecting the proposed Canada Pacific Railway with the eastern portion of Lake Ontario.

The bonuses granted to the Company were—

From the City of Kingston	$300,000
From the County of Frontenac	150,000
From the County of Renfrew	100,000
From the Village of Pembroke	50,000

And from the Province of Ontario $2,000 per mile for the first twenty miles; $2,650 per mile for the next fifteen miles; $3,250 per mile thence to a point twenty-three miles south from Pembroke, and $2,650 per mile for the next seven miles, leaving the last sixteen miles without Provincial bonus; the total aid from said Province, as estimated when granted, amounting to $390,800.

After full explorations of the country a careful preliminary survey was made, and established the practicability of building the line at reasonable cost.

Forty-five and one-half miles north from Kingston have been constructed and partly opened for traffic.

The line runs northerly from Kingston to Pembroke, through the Townships of Kingston, Portland, Hinchinbroke, Bedford, Oso, Olden, Palmerston, Canonto, Levant, Blithefield, Bagot, Admaston, Bromley, Strafford and Pembroke.

For the first twenty-two miles the country is about one-half as thickly settled as the most populous counties of western Ontario.

The next fifteen miles, and fifteen miles at the Pembroke end, are thinly settled; the intervening eighty-six miles are unsettled, there being only an occasional settlement throughout this distance. The unsettled country is equal to any yet remaining to be opened-up north of Lake Ontario, and superior to some portions.

At Palmerston, fifty-six miles from Kingston, the line reaches the free grant territory.

Of the unsettled country, over one-half is capable of raising grain, the greater portion of the remainder affords good pasturage.

From the broken character of the land, and the abundant supply of water, it is probable it will be principally used for stock-raising and dairy purposes. In further relation to settlement the Company would refer to the report of S. P. Maybee, Inspector of Projected Railroads in Ontario. Sessional Papers, 5th February, 1872.

From about twenty-five to about ninety miles from Kingston the line passes through the mineral belt. Lead and phosphate of lime occur, but the iron deposits are those to which the most importance is to be attached. Of these, in Bedford—twenty-eight miles from Kingston and two miles from the line—is the Howe Mine; and in the same range, and four miles from the line is the Chaffey Mine. These two are now known as the Glendower Mines. Also in Bedford, thirty-six miles from Kingston and seven miles from the line, with five miles navigable water is the Bygrove Mine.

Other indications point to the deposits in this township being of great extent.

In Hinchinbrooke, thirty-six miles from Kingston, and on the line is the Eagle Lake Mine.

In South Sherbrooke, forty miles from Kingston and thirteen miles from the line (eight miles of which is navigable water) is Christie's Lake Mine.

The deposits in this township are also claimed to be very large.

In Lavant, seventy-two miles from Kingston and four miles from the line, is the Caldwell Lake Mine.

The localities mentioned above, are those to which the most attention has been drawn up to the present time, out of the great number claiming deposits.

About 8,000 tons of ore have been taken from the Glendower Mines. The ore is claimed to be as rich as Lake Superior ore, as easy to work in smelting, and to produce a better iron.

Over 4,000 tons of this ore have been transported over the railway during the present autumn and exported to Elmira, New York, there to be smelted during the ensuing winter in one of the furnaces, which has been out of use for some time past; the owners of this furnace being satisfied, from their previous experience in smelting about 2,000 tons of the same ore, that while at the present low prices of iron they cannot afford to work their usual mixture of ores, the superior price of the foundry iron produced by mixing with the Glendower ore (which partakes of the character of Swedish iron) will enable them to work at a profit. This is evidence that the railway has already done good service in opening up valuable deposits.

The construction of the line across the entire width of the mineral belt, will still more largely tend to develope the export trade in iron ore, and to make the successful smelting of iron possible in our own country.

The terminus of the railway at Kingston, from its general position and shipping facilities being especially adapted to that purpose.

The railway intersects the following lumbering streams at the respective distances North from Kingston, viz.:—

Fish Creek, a tributary of the Tay River, in Hinchinbrooke, 36 miles.

Fall River, a tributary of the Mississippi at Sharbot Lake, in Oso, 46 miles.
The Mississippi River (proper), at Miller's Lake, in Palmerston, 62 miles.
The Clyde River, in Lavant, 80 miles.
The Madawaska River, at Calobogie Lake, in Bagot, 92 miles.
The Bonnechere River near Douglas, in Bromley—112 miles.
And the Ottawa River at Pembroke—138 miles.

The country drained by these rivers is the most valuable of the timber territory of Ontario, and contributes about one-half of the dues. It comprises a breadth of about 90 miles out of the 150 miles intervening between the railway and Lake Huron.

The area drained to the railway by the Mississippi, Madawaska and Bonnechere rivers is about 6,000 square miles; by the Ottawa River and its tributaries, above Pembroke, about 7,000 square miles, making a total of about 13,000 square miles.

For a distance of from ten to twenty miles on each side of its line, the railway will render available those timber products which cannot be floated in the streams, and now totally valueless for want of means of reaching market—as oak and other hard woods, bark, &c.

For a wider range to the westward, it will render available those products comprising inferior woods generally—railway ties, &c.,—which can be floated in the streams; but are now valueless, being unable to bear the expense and delay of reaching market by the present circuitous routes.

For the whole area of 13,000 square miles above mentioned, it will increase the value of the timber; it will increase the facilities for getting in supplies; it will shorten the distance which the timber has now to be floated in the streams, and thus lessen the risk of the timber being detained over, until a second season.

It will give a shorter and cheaper route than any other to the American market.

And it will bring within reach of that market, the more remote limits or berths, now largely confined to the wasteful and expensive production of square timber.

As previously mentioned, the line has been constructed to Sharbot Lake, in Oso, 46 miles from Kingston. Between this point and the junction with the Canada Central Railway, near Douglas, the distance is 66 miles– making the total distance from Kingston to Douglas 112 miles.

The shortness of this distance is the best guarantee of the ability of the railway to secure to Ontario interests a fair share of the trade of the country to be opened up by the line from Douglas to French River.

The distance from Douglas to Oswego is 168 miles, and to Cape Vincent 124 miles.

The only portions of the bonuses mentioned, available to the Company for the construction of that portion of its line from Sharbot Lake to the junction near Douglas, are about $30,000 of the Frontenac bonus and the $3,250 per mile from the Province of Ontario. The remainder of the bonuses has been expended in the portion now built, except those from Renfrew and Pembroke.

These, owing to the conditions attached to them, are not available for the completion of the sixty-six miles mentioned, although about $30,000 of the Frontenac bonus is still available. Much more than this amount will require to be expended in permanent works docks, &c., at Kingston for the accommodation of the traffic.

The Company submit it would not be safe to estimate for any less cost of construction and stocking the sixty-six miles mentioned than $20,000 per mile, and that to raise the necessary means not less than one-half the amount should be free gift.

From the unsettled character of the country, there are no local municipalities in a position to grant aid.

The Company would therefore ask that such legislation as may be necessary be instituted to increase the aid from the Province, from its present amount to $10,000 per mile, from Sharbot Lake to the junction with the Canada Central near Douglas. This increase will be $6,750 per mile and will amount to $445,500 on the sixty-six miles- the distance as estimated.

They would also ask (the line being already built into the unsettled country) that the aid from the Province be paid over according as sections of the railway, of five miles in length, are completed, instead of sections of twenty miles in length, as heretofore.

From the junction near Douglas, the Company has running powers over the extension of the Canada Central Railway into Pembroke, if deemed advisable to use them.

Since aid was granted by the Province, the Company's line, as originally estimated, has been shortened ten miles, a saving to the Province of $32,500.

The interest which has accrued to the Province on that aid, at five per cent., per annum, since it was granted, amounts to about $55,000.

The real increase, therefore, at the present time to the Province, of the aid now asked, over the previous aid, is about $358,000.

It is to be remembered also that further interest will still accrue before the line can be built. This will, until the money is paid, be continually reducing, so far as the Province is concerned, the amount of its aid.

It is submitted, that looking to the revenue which has been derived from the very section of country which the railway will benefit, (amounting for the six years ending 1874, to over $1,500,000), the aid asked can in no sense be looked upon as at the expense of the settled portions of the Province ; it will only be giving back, for the benefit of that section, a small portion of what it has yielded. Should it be deemed advisable, a portion of the free grant lands enhanced in value by the railway could be set apart for sale, and a direct return thus obtained of a portion of the moneys advanced to the railway.

(Signed,) C. F. GILDERSLEEVE,
President Kingston and Pembroke Railway Co.

A map is herewith submitted showing the extent of country the railway will serve.

SUPPLEMENTARY RETURN

Of Correspondence relating to the "Kingston and Pembroke Railway," subsequent to that printed in Sessional Papers, December, 1875.

By Command,

S. C. WOOD,

Secretary.

Provincial Secretary's Office,
Toronto, January 28th, 1876.

(Copy)

Toronto, January 27th, 1876.

Sir,—In answer to the enquiry of the Attorney-General to-day, I would state, that owing to arrangements made with the late contractors of the Kingston and Pembroke Railway Company for the purchase back of the Company's bonds, issued to them for construction, the total debt on the 45½ miles of railway already built and partially equipped is reduced to $106,000. This leaves a sufficient bonding power wherewith to raise money for further construction, if supplemented by further sufficient Government aid.

The Company has now plant, horses, &c., now waiting to go on with construction, and if aid cannot be granted during the present session to Douglas (66 miles), we would ask for a temporary grant to enable us to reach the Mississippi River, about 16 miles from our present terminus at Sharbot Lake, during the present yaer.

This point is the first large lumbering river reached by the railway, and will largely increase the value of the road and its ability to sell bonds, besides opening up the intervening unsettled country. If additional aid of $4,750 per mile, for this sixteen miles, or $76,000, is granted now, we feel confident of our ability to build to the Mississippi this year.

I have the honour to be,
Yours in haste,
(Signed) C. F. Gildersleeve,
President Kingston and Pembroke Railway Company.

The Honourable
The Provincial Secretary,
Toronto.

RETURN

Of Correspondence and Papers relating to the "Lake Simcoe Junction Railway."

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, December, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE LAKE SIMCOE JUNCTION RAILWAY.

1874.

Nov. 28.—Letter from the President of the Company to the Honourable the Provincial Secretary, enclosing Petition from the Company to His Excellency the Lieutenant-Governor, for aid at the rate of $3,000 per mile. A certificate of recommendation, signed by the Warden of County of Ontario and the Reeves of nine Townships. Certificate of Deposit of the sum of $3,500 to the credit of the Company. List of names of subscribers to the capital stock of the Company. Estimated cost of the line, and ability of the Company to construct the railway. Memorandum showing the total amount of capital which will be invested from all sources other than from Government. Table of Statistics as to Townships to be benefited. Memorandum showing the quantity of wild land on the line. Estimated traffic.

Dec. 2.—Letter from the President of the Company to the Honourable the Provincial Secretary, enclosing two letters from Messrs. Gooderham & Worts, offering to take bonds of the Company, &c. An Indenture of Agreement between the Lake Simcoe Junction and the Toronto and Nipissing Railways. Schedule referred to in agreement. Petition from ratepayers of the Townships of Georgina, North Gwillimbury and Whitchurch.

1875.

April 28.—Letter from the President of the Company to the Honourable the Provincial Secretary.

Nov. 30.—Letter from the President of the Company to the Honourable the Provincial Secretary, enclosing petition signed by 943 residents in the Townships of Whitchurch, East Gwillimbury, North Gwillimbury and Georgina, and the Villages of Sutton, Mount Albert and Stouffville.

Memo.—Map showing route.

Memo.—By-laws of Townships of Whitchurch, North Gwillimbury, Georgina, and County of York.

Dec. 14.—Letter from President of the Company to the Honourable the Provincial Secretary.

TORONTO, November 28th, 1874.

SIR,—I have the honour to forward herewith a petition of the Lake Simcoe Junction Railway Company for aid towards the construction of their Railway, to which is attached a memorandum respecting the same, signed by the Reeves of nine Townships surrounding Lake Simcoe. Also plans, profile and documents referred to in the petition, and a petition signed by a number of leading residents of the district to be served by the projected Railway. An agreement whereby the Toronto and Nipissing Railway Company agree to supply the requisite rolling equipment and work the line when constructed, will be forwarded to you by Monday or Tuesday next.

I have the honour to be,
Your obedient servant,
(Signed) J. N. BLAKE.

The Honourable the Provincial Secretary,
Toronto.

To His Excellency the Honourable JOHN CRAWFORD, *Lieutenant-Governor of the Province of Ontario* :

The Petition of the Lake Simcoe Junction Railway Company,

HUMBLY SHEWETH :—

1. That the projected line of Railway of your Petitioners extends from Stouffville Station on the line of the Toronto and Nipissing Railway, northwards through the Township of Whitchurch, and thence close to the boundary line between the Townships of East Gwillimbury and Scott and North Gwillimbury and Georgina, to Jackson's Point, on the southern shore of Lake Simcoe, close to the Village of Sutton, and the length thereof, as shown by the plan and profile transmitted herewith, marked A, is about twenty-six and one-half miles.

2. The greater part of the timber of the tract of country through which the line of said Railway will pass for a considerable distance is at present of little or no value, on account of the expense of transporting the same to market, immense quantities being destroyed annually for the purpose of clearing the land.

3. The said Railway, when constructed, will afford a ready means of outlet for such timber, and the same having been thus rendered marketable at remunerative prices further waste and destruction will be prevented, and the fullest inducements will be offered for the complete settlement and development of the resources of that section of the country.

4. The said Railway will also afford an easily accessible outlet at all seasons for the flour, lumber and agricultural produce of the adjacent country, the want of which has been a serious drawback to the operations of the manufacturers, and a continual source of loss to the agricultural community, and by which means the complete settlement and development of that section of the country has for some time been retarded.

5. The superficial area of Lake Simcoe, at which the said Railway will terminate, is about 500 square miles, the coast line of the same exceeds 100 miles, and the shores thereof form the boundary of twelve townships, to a great extent only partially settled and improved.

6. Your Petitioners have ascertained that the quantity of lumber manufactured at or near the said lake averages one hundred millions of feet annually, and the fact that the lumberers of that district have been suffering grievous losses on account of the insufficient facilities at present existing for forwarding the lumber to Toronto is a matter of public notoriety, meetings having been held by them and resolutions passed complaining of such losses and of the manner in which their operations are restricted and injured by reason of the want of such facilities.

7. That on the southern and eastern shores of said lake particularly, there is, besides pine, an immense supply of cordwood and other rough timber, the demand for which on the

spot is so slight that very large quantities are annually destroyed for the purpose of clearing the land.

8. That the construction of said Railway will afford the necessary relief to the lumber trade of Lake Simcoe, and will also afford a means of reaching the best market for cordwood, railway ties, cedar posts, hemlock lumber and building timber, and other like materials (the supply of which, in the vicinity of said lake, is so large as to be practically inexhaustible), and which are in extensive demand in the country to the southward of said railway and the City of Toronto, thus tending so to equalize the values of such articles that the price in the City of Toronto and to the southward of said Railway will be kept within reasonable bounds, while the value of the same along the line of route and in the districts contiguous to Lake Simcoe will be increased to such an extent as to prevent waste and promote the complete settlement and full development of the resources of that extensive region.

9. The Townships hereinbefore mentioned (with the exception of the Township of Scott n which a by-law for a bonus is about to be submitted) have granted aid to the said Railway to the extent of $100,000; copies of the by-laws relating to which are herewith transmitted.

10. The inhabitants of the section through which the line will pass have taken stock in the same to the extent of $1,600 per mile—a circumstance unparalleled in the history of such undertakings in Canada, thus demonstrating the anxious desire of the people of that district for the construction of said Railway.

11. Ten per cent. upon $35,000 of stock has been paid in, as appears by the certificate of the Cashier of the Bank of Toronto, forwarded herewith, marked D.

12. Statements showing the names and addresses of the stockholders of the said Company, and the number of shares subscribed by each; also the population and other statistics respecting the Townships along the line of route of said Railway, and a statement showing the estimated cost of said railway and the ability of the Company to build the same, marked 1, 2 and 3 respectively, are also forwarded herewith.

13. The Toronto and Nipissing Railway Company have agreed, as appears by the accompanying document marked E, to lease the said railway supply all necessary rolling stock and work the same.

14. The inhabitants of the said Townships have contributed largely to the surplus funds of this Province, and have built roads, settled and improved that section of the country at their own expense, and without receiving any aid whatever from the public exchequer.

15. The terminus of said Railway being upon Lake Simcoe, your petitioners will be obliged to construct a pier or other works in order to have a secure harbour at Jackson's Point; and as there is no such harbour at present existing on the southern and eastern shores of the lake, such a work will enure to the benefit of the trade of the lake generally; and your petitioners venture to hope that upon this, as well as the other grounds hereinbefore detailed, aid may be extended to this Company in excess of the minimum amount of $2,000 per mile heretofore granted to such undertakings.

Your petitioners therefore pray that an Order in Council may be passed granting aid at the rate of $3,000 per mile to the said Lake Simcoe Junction Railway.

And your petitioners will ever pray, &c.

J. N. Blake,

President, Lake Simcoe Junction Railway Company.

The undersigned, having considered the project of the construction of "The Lake Simcoe Junction Railway," from Stouffville, on the line of "The Toronto and Nipissing Railway," to Jackson's Point, on Lake Simcoe, and having read the annexed Petition of the Lake Simcoe Junction Railway Company to His Excellency the Lieutenant-Governor in Council, for aid to the said Railway, view with satisfaction the project of constructing the said Railway and a harbour at Jackson's Point, and consider that the same is a work of

material importance to the districts surrounding Lake Simcoe, in the manner indicated by the Petition.

They therefore trust that the prayer of the said Petition will be acceded to.

(Signed)	DONALD MCDONALD,	Reeve of	Georgina.
"	ISAAC MARRITT,	"	North Gwillimbury.
"	CHARLES ROBINSON,	"	Thorah.
"	P. MCRAY,	"	Mara, and Warden Co. Ontario.
"	MALCOLM GILLESPIE,	"	Brock.
"	JAS. MCDERMOTT,	"	Rama.
"	JOHN REGAN,	"	Orillia and Matchedash.
"	JOHN STEELE,	"	Oro.
"	W. C. LITTLE,	"	Innisfil.

Dated 8th July, 1874.

THE BANK OF TORONTO,
Toronto, 13th June, 1874.

I, George Hague, Cashier of the Bank of Toronto, at Toronto, do hereby certify that the Lake Simcoe Junction Railway Company have deposited the sum of three thousand five hundred dollars to the credit of the said Company in this office of the said Bank, and that the sum now remains at the credit of the said Company.

(Signed) G. HAGUE,
Cashier.

Names of Subscribers to the Capital Stock of "The Lake Simcoe Junction Railway Company." (Shares $100 each.)

Name of Subscribers.	Number of Shares.	Amount.
Robert McCormack	67	$6,700
John R. Bouchier	27	2,700
Edmund Shuttleworth	27	2,700
Allen Graham	23	2,300
Robert Rowland	27	2,700
John French	1	100
Joseph Pegg	2	200
Newton Graham	27	2,700
Samuel Baine	1	100
Sylvester Woodcock	2	200
Anson Jones	1	100
W. P. Eckardt	1	100
John Quibell	1	100
James M. French	1	100
Jane Shell	1	100
Robert W. Forrest, M.D.	1	100
Joseph Cook	1	100
George French	1	100
D. Pinkerton	1	100
Thomas Rear	5	500
Elizabeth Wilson	1	100
John Vanostrand	27	2,700
George Rear	4	400
Robert Hunter	1	100
Samuel Shuttleworth	2	200
Joseph Sheppard	2	200

Name of Subscribers.	Number of Shares.	Amount.
Angus Ego	1	$100
J. R. Stevenson	2	200
A. S. Anderson	1	100
James Anderson	10	1,000
Robert A. Riddell	1	100
W. S. Ramsay	1	100
John McDonald	2	200
Stephen Pask	1	100
William Henry	1	100
David Brown	1	100
James Hamilton	1	100
Albert Mossington	5	500
William Williams	2	200
John Gibson	2	200
Thomas Donnell	2	200
John Boyd	2	200
Thomas Weir	2	200
John L. Howard	2	200
George Evans	2	200
David Graham	2	200
W. H. Summerfelt	27	2,700
W. D. Townley	1	100
J. N. Blake	27	2,700
John Wilson	1	100
James Woodcock	1	100
Richard Bowen	2	200
W. H. Rowen	2	200
James Hopkins	2	200
William Cane	3	300
A. L. Gould	1	100
James Stokes	1	100
A. G. P. Dodge	50	5,000
Edward Brooke	1	100
Anthony Miller	1	100
David Baker	2	200
E. M. Miller	1	100
R. Gray	1	100
John Shuttleworth	1	100
Ulrich Weir	1	100
John Yates	1	100
William Sibbald	4	400
Isaac May	40	4,000
John Curtis	1	100
Charles Appleton	2	200
James Shields	10	1,000
Total	482	$48,200

Ten per cent. on 350 shares, equal to $3,500, has been paid, as appears by the certificate of the Cashier of the Bank of Toronto.

LAKE SIMCOE JUNCTION RAILWAY.

Estimated cost of line, as located $360,000

Ability of the Company to construct the Railway :—

Municipal bonuses, $100,000, to realize	$ 95,000
Good Stock	35,000
Government bonus, 26½ miles at $3,000	79,500
Bonds as agreed to be purchased $180,000—less discount	144,000
	$353,500

Rolling equipment to be supplied by Lessees.

(Signed) EDMUND WRAGGE,
Chief Engineer.

LAKE SIMCOE JUNCTION RAILWAY.

Memorandum showing the total amount of capital which will be invested in the undertaking from all sources other than from Government :—

Bonuses voted	$100,000
Stock good	35,000
Cash value of bonus	144,000
Rolling equipment to be supplied by Lessees	90,000
	$369,000

Government aid applied for, 26½ miles, at $3,000 per mile $79,500

LAKE SIMCOE JUNCTION RAILWAY.

Table of Statistics as to Townships to be benefited by the Line, prepared from the latest returns :—

Township.	Population.	Equalized value.	Total acres.	Occupied acres.	Wheat, (bus.)	Barley, (bus.)	Coarse grain, (bus.)
Whitchurch	5014	1325321	63000	55449	74027	83244	187621
East Gwillimbury	3934	925416	61575	43330	68848	47486	135597
North Gwillimbury	2304	401596	31200	27622	26412	22347	64298
Georgina	1987	314328	41000	22979	20407	16041	45259
Scott	2775	400000	46456	39244	48260	38497	113069

Memoranda showing quantity of Wild Land on Line of Lake Simcoe Junction Railway, Census of 1871.

	Acres.	Acres.
GEORGINA :		
Total acres	41,000	
Total acres occupied	22,979	
		19,021

North Gwillimbury:		
Total acres	$31,200	
Total acres occupied	27,262	
		3,578
East Gwillimbury:		
Total acres	61,575	
Total acres occupied	43,330	
Timbered, and situate on West side of Township, along line of Railway		18,245
Whitchurch:		
Total acres	63,000	
Total acres occupied	55,449	
Timbered, and situate on North side of Township		7,551
		48,395
Georgina Island:		
2½ miles from Jackson's Point, timbered		3,000
Scott Township, West side		6,000
		57,395

Length of line, 26½ miles.
Quantity of wild land per mile opened for settlement about 2,200 acres.

Lake Simcoe Junction Railway.

Estimated Traffic.

Passengers	$30,000
12,000 cords wood at $2	24,000
10,000,000 feet lumber	16,000
250,000 bush. grain at 5c	12,500
30,000 bbls. flour at 15c	4,500
General Merchandize	10,000
Shingles, lime, ties, salt, live stock, &c. &c	10,000
Mails, express, &c	4,800
Total, exclusive of freight from Lake Simcoe	111,800

Toronto, December 2nd, 1874.

Sir,—In addition to the documents already forwarded with reference to the Lake Simcoe Junction Railway, I have the honour to enclose herewith copies of letters of Messrs. Goodcrham & Worts, dated respectively the 3rd and 15th of June last, with reference to the bonds of this Company, and an extract from the "minutes" of a meeting of the Board of Directors of this Company accepting such offer. I also enclose a copy of an agreement between this Company and the Toronto and Nipissing Railway Company, whereby the latter agree to furnish the necessary rolling equipment and work the proposed railway.

The originals of these documents will be forwarded at any time when required.

I desire particularly to direct the attention of the Government to the fact that in the latter part of 1871 a large deputation of persons interested in this undertaking waited upon the Ministry with reference to obtaining aid to this project; that since the period mentioned

preliminary surveys have been made; about $48,000, or $1,600 per mile of stock has been taken in the Company by the people of the district through which the line will pass; and the by-laws granting aid to the undertaking have been carried by the people of the Townships of Whitchurch, East Gwillimbury, North Gwillimbury and Georgina, by an aggregate majority of about 350 votes; that since the period referred to the work of arranging the financial part of this project has been continuously proceeded with, and is now so far complete that upon the ratification of an Order in Council granting aid to the extent that this Company, in view of aid granted to other undertakings, may reasonably expect, no further difficulty will be met with in obtaining the construction of the railway so as to be ready for the business of next autumn.

I would again respectfully direct your attention to the representation of the Reeves of nine townships around Lake Simcoe attached to the petition of this Company, as to the importance of the undertaking.

Trusting that the matter will receive early and favourable consideration,

I have the honour to be, Sir,
Your obedient servant.
(Signed) J. N. Blake,
President L. S. J Ry.

The Honourable
The Provincial Secretary, Toronto.

(Copy.)

Toronto, 3rd June, 1874.

To the Managing Director
of the Lake Simcoe Junction Railway Company:

Sir,—We are willing to take $165,000 of the bonds of your Company, paying eight per cent. half-yearly, and maturing in five years, at the price of eighty per cent., upon the following conditions:—

1st. The plans, specifications and contracts, under which the Railway is to be constructed, are to be submitted to us for our approval, and to be satisfactory to us.

2nd. That no other bonds are to be made or sold without our approval.

3rd. That the whole amount of $165,000, upon which your Company has power to issue bonds, shall be realized by you before we are asked to take any of the bonds.

4th. That the agreement made with the Toronto and Nipissing Railway shall be approved by us.

We are, Sir,
Yours faithfully,
(Signed) Gooderham & Worts.

J. N. Blake, Esq.

Toronto, 15th June, 1874.

To the President,
Lake Simcoe Junction Railway Company:

Dear Sir,—With reference to the first paragraph in our letter to you, 3rd inst., we wish to explain that in asking for the plans, specifications and contracts to be submitted to our approval, all we desire to see carried out is that the works shall be of a substantial character and paid for at a fair price, and such is the intention of the first condition mentioned in our letter.

We agree, if found necessary, that the issue of bonds shall extend to the sum of one hundred and eighty thousand dollars, provided that an equal sum has been expended upon the

works from other sources. No further issue beyond this to be made without our consent; but if the works can be done with a smaller issue of bonds than the above issue, we are willing to accept such issue; provided that no bonds are sold to anyone except ourselves.

In explanation of paragraph No. 3 in our letter, we mean by the word "realized," used therein, that the Municipal Debentures shall be in the hands of the Trustees; that the Government shall have made an Order in Council for the amount of aid to be granted by them; that a fair proportion of the stock shall have been paid up; and, in fact, that the sum of one hundred and sixty-five thousand dollars to be realized from these sources can be fully relied on as good assets, capable of being turned into cash in a reasonable time.

(Signed) GOODERHAM & WORTS.

Extract from Minutes of Meeting of Board of Directors of Lake Simcoe Junction Railway Company on 24th June, 1874.

"Moved by Mr. Rowland, seconded by Mr. Anderson:—That the offer of Messrs. Gooderham & Worts for the bonds of this Company, detailed in their letters of the 3rd and 15th of June instant to the Managing Director and President of this Company, be and the same is hereby accepted."

I hereby certify that the above is a true copy of a resolution of the Board of Directors of the Lake Simcoe Junction Railway Company, passed at a meeting held on the 24th June, 1874.

(Signed) J. N. BLAKE,
President L. S. J. R. Company.

(Copy.)

This indenture, made this first day of December, one thousand eight hundred and seventy-four, between the Lake Simcoe Junction Railway Company (hereinafter called the lessors) of the first part, and the Toronto and Nipissing Railway Company (hereinafter called the lessees) of the second part.

Whereas by an Act of the Parliament of the Province of Ontario, entitled "An Act to incorporate the Lake Simcoe Junction Railway Company," the said lessors are empowered to construct a railway from some point on Lake Simcoe in the vicinity of Sutton, in the County of York, to some point on the line of the Toronto and Nipissing Railway Company at or near the Village of Stouffville, in said county:

And whereas by the said Act it is amongst other things enacted, that it shall be lawful for the said lessors, and any other Railway Company in the Province of Ontario, to enter into any agreement for leasing the said railway or any part thereof to such other Company, and that any Company accepting or executing such lease and agreement shall exercise all the rights, powers and privileges in said Act contained:

And whereas the construction of the said projected railway of lessors will open up the trade of a large section of country which it is of importance to the City of Toronto to attract and secure, and which will contribute an entirely new and extensive traffic to the existing line of the said lessees:

And whereas it is the mutual interest of the said lessors and lessees to secure permanent connections between the existing line of the Toronto and Nipissing Railway and the projected railway of the said lessors; and in order to accelerate the construction and completion of the said projected line, and to secure thereafter the efficient and profitable working thereof, the said lessees have agreed to enter into an agreement with the said lessors to work their said railway for twenty-one years upon the terms and conditions hereinafter mentioned:

Witnesseth, the said lessors and lessees, each of them for themselves, their successors and assigns, respectively covenant and agree with the other of them in manner following, that is to say:—

1st. That the said lessors will forthwith, by all reasonable means and resources within

their power and control, build and complete the said projected line of railway from the terminus on Lake Simcoe to the point of junction of the same with the line of the Toronto and Nipissing Railway at or near Stouffville, in the manner described in Schedule hereto annexed, marked A; provided that the terms of the said Schedule may at any time be altered or changed by consent of all parties in writing.

2nd. The lessors do hereby agree to lease unto the said lessees the whole of said railway from the point of junction of the same with the line of the Toronto and Nipissing Railway to the terminus thereof on the shore of Lake Simcoe, and to place the said lessees in possession thereof when completed and opened for freight and passenger traffic.

To have and to hold possession of the said railway when completed and opened as aforesaid for the period of twenty-one years, to commence and take effect from the date at which the same is so completed and opened for traffic;

Yielding and paying therefor half-yearly to the said lessors during the said term such sums as shall amount to twenty-five per cent. of the gross receipts arising from the traffic carried over the said railway of the said lessors. Such percentage of the gross receipts as aforesaid to be applied by the said lessees—

1st. In payment of the interest of the mortgage bonds hereinafter mentioned, authorized to be issued by the said recited Act, or any amendments which may be made thereto by the said lessors.

2nd. A sum of five thousand dollars in each year is to be retained by the Toronto and Nipissing Railway Company to form a fund for providing all material which may be required for renewals of track and buildings, occasioned by ordinary wear and tear, or natural decay.

3rd. In payment of the expenses connected with the management of the affairs of the said lessors; provided that the same shall not exceed in any one year the sum of five hundred dollars.

4th. In payment of a dividend of not more than six per cent. upon the ordinary stock; provided that the amount of stock shall not, without the consent of the lessees, exceed the amount already subscribed.

And it is also agreed by and between the said lessors and lessees, that the issue to be made of debentures upon the security of the said railway, under the powers of the said recited Act or any amendments thereto, shall not, unless with the consent of the said lessees, exceed in the whole a sum equivalent to six thousand dollars for each mile of said railway, and that the interest thereof shall not exceed eight per cent. per annum, and shall be made payable on the first days of April and October in each year respectively; and the production by the said lessees of the interest coupons of the said debentures so paid and redeemed from time to time as aforesaid shall be taken and received by the said lessors in payment or part payment of the percentage of gross receipts to be paid to the said lessors as rental for their railway as aforesaid.

In the event of the said proportion of gross receipts being insufficient in any half-year to meet the interest upon the said mortgage bonds, the deficiency shall be advanced and paid by the said lessees, who shall be entitled to retain the amount so advanced out of any surplus thereafter coming to the said lessors hereunder, and until such advance shall be repaid, the said lessees shall be entitled to charge the said lessors with interest thereupon at the rate of eight per cent. per annum:

Provided that said lessees shall not be called upon to pay said interest for more than two years in succession; and in the event of the said lessees refusing to pay said interest for more than two years in succession on the said lessors giving the said lessees six months' previous notice in writing, the term hereby granted shall, at the expiration of the time mentioned in such notice, cease and determine, and all covenants and agreements herein contained which relate to the rental and working of said railway by said lessees shall thereafter be void and of no effect.

The said lessees do hereby agree and become bound to provide the necessary locomotive engines, cars and other rolling equipment requisite for the proper and efficient working of the said railway so soon as the same shall have been completed as before specified, and shall also supply all the fuel and other material and things required for working the same, and shall during the continuance of these presents work the said railway, and efficiently keep in order and maintain the same at the expense of said lessees, but the cost of such material as may be required for renewals of track and buildings occasioned solely by ordinary wear and tear or natural decay shall be deducted out of the fund hereinbefore

provided for that purpose, and shall also keep open and maintain stations at Ballantrae, Mount Albert and Sutton, and at the town line between the Townships of North and East Gwillimbury as prescribed by the by-laws granting aid to said lessors, and the bonds given by said lessors to the Township of Whitchurch and the County of York, and shall insure and keep insured at the expense of said lessees the buildings connected with said railway for not less than two-thirds of their value, and shall pay all taxes which may be assessed or levied upon said railway and the works and buildings connected therewith.

That the said lessees shall have during the continuance of this lease entire control and management of the said railway hereby leased, as well in regard to the regulating and settling from time to time the amount and rates of tolls, fares, freights and other charges to be paid, collected and taken thereon, and the mode of collecting and receiving the same, and also all other matters and things in any way touching or incident to the using, operating and working of the said railway and the development of its traffic; and all the powers conferred upon the said lessors by the Act of Incorporation, so far as the same can be transferred or are applicable, are hereby assigned and transferred to said lessees, and shall relate and extend to the working of the said railway during the term hereby granted. It is, however, distinctly understood and agreed that the tariff for freight over said railway of the lessors shall not be greater than that in operation from time to time upon and over the railway of the said lessees, except in the case of cordwood, which shall not exceed the rate mentioned in the charter of the lessors.

The said lessees shall make and keep separate and accurate accounts of the traffic and receipts over the said railway of the said lessors, such accounts to be made out to the end of each half-year ending on the thirty-first day of December, and to the end of each year ending on the thirtieth day of June, and on the first day of the months of March and September in each year, or at such other convenient date as may be mutually agreed upon by the parties hereto, the said lessors and the said lessees shall severally appoint an auditor to examine the same, who shall, if they deem it necessary, have free access to, and liberty to investigate, inspect and take copies of the books and vouchers of the said lessees at any station or office on either line, so far as they relate to the traffic in this lease referred to, and in the event of any difference arising in the adjustment of such half-yearly accounts between the said two auditors, they shall appoint some third person as referee between them, and the decision of such referee shall be binding upon all parties; and in computing the earnings upon such traffic as may be common to both railways, the rate charged thereupon shall be credited to each railway in proportion to the respective mileage of each railway over which the said rate may have been charged, except in the case of cordwood, which shall be credited to each Company at no larger rate than that limited by their respective charters for the mileage over each railway.

In the event of the railway of the lessees being purchased by, leased to or amalgamated with that of any other Company, such purchase, lease or amalgamation shall be subject to the terms and conditions of this lease and not otherwise.

The said lessees hereby agree to furnish the directors and chief officers of the Company of the lessors with free transit over and upon the railway of the lessees and the railway of the lessors between Toronto and Lake Simcoe.

The said lessees agree to maintain in manner aforesaid the said line of railway, from the time of completion and transfer of possession thereof to the lessees, during the whole of the said term, in good order, and to deliver the same at the expiration of the said terms to the said lessors in as good plight and condition as the same shall be received by the lessees at the commencement of the said term, reasonable wear and tear thereof excepted.

The said lessees agree to provide a sufficient number of engines and cars for the use of the lessors for laying and ballasting the track, during the construction of the railway, at a fair rental.

And it is also agreed between the parties hereto that in case any dispute arises between the said lessors and lessees as to any of the matters or things in this indenture, and the schedule hereto annexed contained, the same shall be referred to the award and arbitrament of two disinterested persons, one of whom shall be appointed by each of the said parties, who shall jointly choose a third disinterested person to act as arbitrator, and the decision of the majority of such arbitrators shall be final and binding, and in case either the lessors or lessees refuse or neglect to appoint an arbitrator within twenty days after notice in writing

for that purpose may be given to either of them, then the decision of the arbitrator of the party giving such notice shall be binding upon both parties :

Provided that this arrangement shall not be binding upon the said lessors until the same is accepted and approved by two-thirds of the shareholders of the company of the lessors, at a special general meeting convened for that purpose, as provided by the Act of Incorporation, and that in case this agreement is not so accepted or approved of, the same shall thereafter become void and of no effect.

In witness whereof, the President of the said "The Lake Simcoe Junction Railway," and the President of the said "The Toronto and Nipissing Railway Company" have hereunto set their hands and have caused the seals of the said respective Railway Companies to be hereunto annexed.

(Signed) J. N. Blake, L. S. J. R. [L.S.]
President.

(Signed) W. Gooderham, Jr., T. & N. R. [L.S.]
President.

Jos. Gray,
Secretary and Treasurer.

Signed, sealed and delivered in presence of
(Signed) William A. Shaw
as to execution by J. N. Blake,
H. H. Graham,
as regards W. Gooderham, Jr.,
and Jos. Gray.

Schedule Referred to in the Within Agreement.

The Lake Simcoe Junction Railway Company to construct the said railway as follows :—

Freight and passenger stations at Ballantrae ; at Mount Albert ; at or near the boundary line between Townships of North and East Gwillimbury.

Stable for three engines at Sutton and Stouffville, and turn-table at both places.

Tanks at Sutton and Mount Albert.

Sidings at each station to average each a quarter of a mile in length, and sidings at the terminus on Lake Simcoe and Stouffville to aggregate at each place half a mile in length.

A wharf and warehouse at the terminus upon Lake Simcoe.

To construct the railway on a gauge of 3 feet 6 inches ; no curve to be sharper than two degrees, and no grade steeper than 1 in 100, unless found absolutely necessary, when any deviation is to be submitted for approval to the Toronto and Nipissing Railway Company before being made.

To lay rails of not less than forty pounds weight per yard.

To fully ballast the said railway throughout. The whole to be constructed and completed to the satisfaction of the Chief Engineer of the Toronto and Nipissing Railway Company.

To His Excellency the Honourable John Crawford, *Lieutenant-Governor of Ontario.*

The petition of the undersigned resident ratepayers of the Townships of Georgina, North Gwillimbury and Whitchurch, in the County of York and the Township of Scott, in the County of Ontario,

Humbly Sheweth :

That the construction of the Lake Simcoe Junction Railway will confer a great and lasting benefit upon the people of the said townships, and will enable them to dispose of large quantities of timber which is now useless, and which retards the settlement and improvement, to a considerable extent, of the district through which the said railway will pass.

That your petitioners have laboured for years under serious difficulties and drawbacks by reason of the distance they have been compelled to transport their agricultural and manufactured produce to market, and look forward to the early construction of said railway as the only means of enabling them to develope to the fullest extent the resources of the sections referred to.

That the construction of the said railway will afford a short and direct outlet to Toronto, not only for the traffic of the country extending for miles on either side of the line, but also for the large and increasing trade of Lake Simcoe, upon the southern shore of which the railway will terminate.

That all the townships referred to, with the exception of the Township of Scott, have granted bonuses in aid of said railway, and a by-law is about to be submitted in the Township of Scott with a similar object, and with every prospect of success.

The said townships have contributed largely to the surplus funds of this Province, and the inhabitants thereof have built roads, settled and opened up the said townships without receiving any aid whatever from the public exchequer.

The terminus of the said railway being upon Lake Simcoe, the said Company will be compelled to bear the expense of constructing a harbour thereon, and your petitioners venture to hope that inasmuch as the same will be of material advantage to the whole trade of said lake, that your Excellency's Government will see fit to extend aid to the said Company in excess of the minimum amount hitherto actually granted to such undertakings.

Your petitioners therefore pray that an Order in Council may be passed granting aid to the said Lake Simcoe Junction Railway at the rate of three thousand dollars per mile.

And your petitioners will ever pray, &c.

(Signed) Isaac May, Keswick,
and 92 others.

Toronto, April 28th, 1875.

Sir,—On the 28th of November last I forwarded to you a petition of the Lake Simcoe Junction Railway Company, for aid towards the construction of their line, and certain other papers relating thereto. Arrangements were made nearly a year ago for the disposal of the bonds of the Company; and the necessary financial arrangements for the construction, equipment and working of the railway were complete at the time the application for aid referred to was made. A considerable time has now elapsed since the bonuses were granted and stock subscribed, and the inhabitants of the district which the line will serve are most anxious that the work of construction should be commenced at once.

The Company also are desirous of proceeding with the works before a rise in wages and the prices of material takes place, but they are unable to do so whilst they remain in doubt whether their application for aid meets with the approval of the Government, and it is with the view of ascertaining whether it is the intention of the Government to introduce an Order in Council, at next Session of Parliament, in aid of the undertaking that I now respectfully call your attention to the subject.

I am, Sir, your obedient servant,
J. N. Blake,
President L. S. J. Ry. Co.

The Honourable
The Provincial Secretary,
Toronto.

Toronto, 30th November, 1875.

Lake Simcoe Junction Railway.

Sir,—I beg to enclose petitions received, asking for Government aid to the above railway; others are on the way, and will be forwarded to you as soon as received.

I have the honour to be, Sir,
Your obedient servant,
(Signed) J. N. Blake.

The Honourable
The Provincial Secretary.

(Copy.)

To His Excellency the Honourable D. A. MACDONALD, *Lieutenant-Governor of the Province of Ontario.*

The petition of the undersigned, residents of the Townships of Whitchurch, East Gwillimbury, North Gwillimbury and Georgina, and the Villages of Sutton, Mount Albert and Stouffville,

HUMBLY SHEWETH :

That the construction of the Lake Simcoe Junction Railway is, in the opinion of your petitioners, of great importance as a work of public improvement, and that the same is necessary to the material welfare of the inhabitants of Whitchurch, East Gwillimbury, North Gwillimbury and Georgina, through which said townships the line of railway as projected and located passes, and for the full development of the resources of that section of the country.

That the said townships have granted liberal bonuses towards the construction of the said railway.

Your petitioners have during the past three years noticed with pleasure the gradual accumulation of the capital required, and have anxiously awaited the period at which, the necessary financial arrangements being settled, the early completion of the said railway could be placed beyond a doubt.

Your petitioners believe that in order to carry the said railway to successful completion, it is necessary that the legislative aid usually granted to such undertakings be extended to the said Company.

Your petitioners therefore pray that an Order in Council may be passed granting aid to the said Company, to the same extent as such aid has hitherto been usually granted to such undertakings ; or to such extent and in such amount as may be necessary or most conducive to secure the early completion of the said railway.

And your petitioners will ever pray, &c., &c.

(Signed) ARCHIBALD RIDDELL,
ELIJAH PROSSER,
DONALD MACDONALD,
ANGUS EGO,
JOHN R. BOUCHIER,
EDMUND SHUTTLEWORTH,
WM. B. SANDERS,
ISAAC MARRITT,
PHILIP MACKLAN,
DAVID GRAHAM,
JOHN RAMSDEN,
and 932 others.

(Copy.)

TORONTO, 14th December, 1875.

SIR,—With reference to the application of the Lake Simcoe Junction Railway Company for aid to the extent of $3,000 per mile, I desire to direct the attention of the Government to the effect that the line of this railway has to be carried over a ridge about 250 feet higher than the level of the Toronto and Nipissing Railway at Stouffville, and that in locating the line over the ridge a great deal of work of an exceptionally heavy character will have to be dealt with. The earthwork in two embankments alone will amount to 150,000 cubic yards.

There are also three bridges over the Black River, two of them of an expensive character, on the located line.

The preliminary survey shows that a line is obtainable, avoiding the two bridges referred to, and with somewhat easier work in the ridges, with a length of 28½ miles.

This line would, however, besides increased mileage, involve a number of very sharp curves and heavy grades. The line located was therefore chosen, and the length reduced to 26½ miles.

In thus shortening the length of their line, the Company have, while obtaining the best workable route, acted in the interest of the section to be served. and I trust that the heavier nature of the work they have thought it advisable to undertake will be considered by the Government in settling the amount of aid the Company may receive.

I have the honour to be, Sir,
Your obedient servant,
(Signed) J. N. Blake,
President L. S. J. Ry. Co.

The Hon. the Provincial Secretary, &c., &c., &c.,
Toronto.

RETURN

Of Correspondence and Papers relating to the "London, Huron and Bruce Railway," subsequent to that printed in Sessional Papers, second Session, 1874.

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, December 31st, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "LONDON, HURON AND BRUCE RAILWAY."

1875.

June 28th.—Letter from the Solicitor of the Company to the Honourable the Provincial Secretary, enclosing certified copies of contracts (mem. only included in return).

June 29th.—Letter from the Solicitor of the Company to the Honourable the Provincial Secretary, enclosing:

Memo.: Certificate of the Chief Engineer, and confirmation thereof, by the President of the Company, as to the capability of the contractors.

July 5th.—Letter from Solicitor of the Company to the Honourable the Provincial Secretary.

July 8th.—Letter from Assist.-Secretary to the President of the Company, transmitting copy of an Order in Council.

Hamilton, June 28th, 1875.

The Honourable Archibald McKellar,
Provincial Secretary, Toronto,

Sir,—This morning I left the undermentioned contracts at your office for submission to the Government, pursuant to the Order in Council relating to the aid granted to the London, Huron & Bruce Railway Company:

One and two, contracts with Robert Steele for the construction of the road bed, &c., on sections Nos. 1 and 2.

Three and four, contracts with C. C. Smith for the construction of the road bed, &c., on sections Nos. 3 and 4.

Five, contracts with Angus D. Macdonald for the construction of the road bed on section No. 5.

The above five sections comprise the whole line between the point of junction with the Great Western Railway, near London, and Wingham. The works are in course of

construction and a large portion of the track is now ready for track-laying, which will be commenced within a fortnight.

The track-laying, and all other work not comprised in the contract submitted, will be done by the Company, under the discretion and control of their own engineer, without the intervention of contractor.

The steel rails have been purchased for the whole line; a portion has already arrived in this country and the whole of the remainder will have been shipped from England by the month of August.

I have the honour to request, on behalf of the London, Huron & Bruce Railway Company, that you will be good enough to inform me whether the submission of the above contracts complies to the satisfaction of the Government with the terms of the Order in Council of December last, whether any further evidence or information will be required by the 1st of July.

I have the honour to be, Sir,
Your obedient servant,
(Sig'd.) SAMUEL BARKER.

Memorandum:

Contract between Robert M. Steele and "London Huron and Bruce Railway," for the construction of the first section of their line of Railway. Dated, 13th April, 1875.

Contract between Robert M. Steele and "London, Huron and Bruce Railway," for the construction of the second section of their line of railway.

Contract between C. C. Smith and "London, Huron and Bruce Railway," for the construction of the third section of their line of railway.

Contract between C. C. Smith and the "London, Huron and Bruce Railway," for the construction of the fourth section of their line of railway.

Contract between Angus D. McDonald and "London, Huron and Bruce Railway," for the construction of the fifth section of their line of railway.

LONDON, June 29, 1875.

I, George Masson, Chief Engineer of the London, Huron & Bruce Railway Company, do certify that I personally know Robert Steele, the contractor named in two contracts entered into by him with the said Company for the performance and completion of certain works on sections 1 and 2 of the London, Huron & Bruce Railway, one of the duplicate copies of each of which contracts is now deposited with the Provincial Secretary at Toronto.

That the same were executed by the said Steele in my presence. That I know him to be possessed of ample means and to be fully capable to complete and finish the whole of the works comprised in the said two contracts, in strict conformity with the said contract, and within the time there limited.

That I also know C. C. Smith, the contractor named in two contracts entered into by him with the said Company for the performance and completion of certain works in sections 3 and 4 of the said Railway, one of the duplicate copies of each of which contracts is now deposited with the Provincial Secretary at Toronto. That the same were executed by the said Smith in my presence. That I know him to be possessed of ample means, and to be fully capable to complete the whole of the work comprised in the said two contracts in strict conformity therewith, and within the time therein limited.

That I also know Angus D. Macdonald, named in a contract entered into by him with the said Company for the performance and completion of certain works on section 5 of the said Railway, one of the duplicate copies of which contract is now deposited with the Provincial Secretary at Toronto. That the same was executed by the said Macdonald in the presence of my clerks. That I know the handwriting of Macdonald, and the signature to the said contract is his. That I know him to be possessed of ample means, and to be fully capable to complete and finish the whole of the works comprised in the said contract, in strict conformity therewith, and within the time therein limited.

That each of the said contractors has deposited the sum of five thousand dollars in

trust, as a fund in respect of each contract, for the due performance thereof by the respective contractors, making a total deposit, by way of security for the performance of the said five contracts, of twenty-five thousand dollars. That on the first four sections grading to the amount of upwards of sixty thousand dollars has been done, and upward of forty thousand dollars of material have been delivered, ten per cent. whereof will remain in Company's hands until the completion of the several contracts in regard thereto. That work has also been begun on the fifth section, but within one month, so that no monthly estimate has been made thereof. That the said five sections comprise the whole of the line of the said Railway between its junction with the Great Western Railway near London, and with the Wellington, Grey and Bruce Railway at Wingham.

GEORGE MASSON,
Chief Engineer, London, Huron & Bruce Railway.

I, Charles J. Brydges, of the City of Montreal, President of the London, Huron and Bruce Railway Company, do confirm the foregoing certificate, and do further certify that before the contracts above referred to were let to the several contractors, I satisfied myself as to the competency and ability of the said contractors, respectively, to perform their respective contracts aforesaid; and I believe they were and are fully competent and able to complete the several works so undertaken by them, in strict accordance with and within the time limited by the said contracts. And I do further certify that the said contracts were each executed by the said company, under its corporate seal, such execution have been duly authorized by the Board of Directors of the said company.

C. J. BRYDGES,
President, London, Huron and Bruce Railway Company.

LONDON, HURON AND BRUCE RAILWAY,
HAMILTON, July 8th, 1875.

The Honourable ARCHIBALD MCKELLAR,
Provincial Secretary, Toronto.

SIR,—On the 28th ultimo, I left at your office the contracts with the London, Huron and Bruce Railway Company, for the construction of the road-bed of that railway. On the 30th ultimo, I sent you certificates of the president and chief engineer of the company as to the execution of the contracts, and the ability of the contractors to perform them. Will you be so good as to inform me whether the Government have approved of the contracts, as in compliance with the terms of the Order in Council.

I am, Sir,
Your obedient servant,
(Signed,) SAMUEL BARKER.

PROVINCIAL SECRETARY'S OFFICE, ONTARIO,
TORONTO, 8th July, 1875.

SIR,—I am directed to transmit herewith copy of an Order in Council, approving of certain contracts for the completion of the works, exclusive of track-laying, of the London, Huron and Bruce Railway extending from a point near London to a point near Wingham, as mentioned in their respective contracts.

I have, &c.,
I. R. ECKART, *Asst.-Secretary*

C. J. BRYDGES, Esq.,
Pres. L., H. & B. Ry. Cy., Montreal.

Copy of an Order in Council approved by His Honor the Lieutenant Governor, the 30th of June, A. D. 1875.

The Committee of Council have had under consideration the following contracts for the construction for the London, Huron & Bruce Railway of its line of railway (exclusive

of track-laying) from its point of junction with the Great Western Railway, near the city of London, to its junction with the Wellington, Grey and Bruce Railway, near Wingham, that is to say:

1. Contract dated 30th April, 1875, with Robert M. Steel, of St. Johns, Michigan, for section number one, being for a distance of fourteen miles and fifty-seven hundredths.

2. Contract dated 30th April, 1875, with said Robert M. Steel, for section number two, being fifteen miles and thirty-eight hundredths, northerly from section number one.

3. Contract dated 30th April, with C. C. Smith, of Lacrosse, State of Wisconsin, railway contractor, for section number three, being for a distance of fifteen miles and forty-four hundredths, northerly from section number two.

4. Contract dated 30th April, 1875, with said C. C. Smith, for section number four, being for a distance of ten miles and thirty-six hundredths, from section number three.

5. Contract dated 15th day of June, 1875, with Angus D. McDonald, of Windsor, railway contractor, for section five, being a distance of about eleven miles; and the report of the Honourable the Treasurer, in respect thereof, in which he states that these contracts contain the usual provisions for the construction of a railway (exclusive of track-laying) to be found in railway contracts on the part of the respective contractors and of the railway Company, and it appears from the certificates of Charles James Brydges, President, and George Masson, Chief Engineer of the London, Huron & Bruce Railway Company, that the respective contractors are of sufficient ability and means to complete their respective contracts, and the works thereunder are being vigorously carried on.

Upon the recommendation of the Treasurer, the Committee advise it be declared that, in the consideration of your Honor in Council, the said contracts are *bona fide* and satisfactory, and sufficient for the completion of the works (exclusive of track-laying) of the London, Huron & Bruce Railway, extending from a point near London to a point near Wingham, as mentioned in the respective contracts.

Certified,

J. G. Scott,
Clerk of the Executive Council, Ontario.

The Hon. the Provincial Secretary, Toronto.
3rd July, 1875.

RETURN

Of Correspondence and Papers relating to the "L'Orignal and Caledonia Railway."

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, December 16th, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "L'ORIGNAL AND CALEDONIA RAILWAY."

1875.

Dec. 9th.—Petition of the L'Orignal and Caledonia Railway Company, praying for assent to an Act to amend the present Act so as to authorize the said Company t extend their said Railway in manner hereinafter stated, and to increase the capital stock and the number of Directors of the said Company, and for other purposes.

(Copy.)

To His Honor the Lieutenant-Governor of the Province of Ontario.

The humble Petition of the L'Orignal and Caledonia Railway Company.

Sheweth as follows:

1. That by an Act passed by the Legislative Assembly of the Province of Ontario, in the Session held in the thirty-eighth year of Her Majesty's reign, intituled "An Act to incorporate the L'Orignal and Caledonia Railway Company," the said Company were empowered to construct a Railway from the Ottawa River, at or in the vicinity of L'Orignal, to the Caledonia Springs, in the Township of Caledonia, in the County of Prescott.

2. That the said Railway will be completed from the Ottawa River, at or near L'Orignal, to the Caledonia Springs, on or before the first day of June, A. D. 1876.

3. That the said Railway Company is desirous of extending their said Railway from the Caledonia Springs to connect with the Montreal and City of Ottawa Junction Railway, at or near High Falls, in the Township of Cambridge, and to extend the said Railway from, or

make a branch within two miles of L'Orignal, to Hastinck's Wharf (commonly called), in the Township of Longueuil, and to increase the capital stock and the number of directors and for other purposes.

4. That your petitioners have been duly authorized by the shareholders of the said Company to present this petition to extend the said Railway, and the powers of the said Company as herein stated, and to petition the Legislative Assembly of the Province of Ontario to sanction an Act authorizing the Company to carry out the same.

5. That the Reeves and Councillors of the Townships of Longueuil, Alfred, Plantagenet (North and South), Caledonia and Cambridge, are desirous of having the said Railway extended to the High Falls, and the inhabitants of the said Townships have caused a survey, plans and estimate of the said extension to be made at their own expense, and are prepared to complete the said extension, with the exception of the rails and rolling stock, by bonus and subscriptions for stock among themselves.

Your petitioners therefore pray as follows :

That your Honor may assent to an Act to amend the said Act to authorize the said Company to extend their said Railway in manner hereinbefore stated, and to increase the capital stock and the number of directors of the said Company, and for other purposes.

And your petitioners will ever pray, &c.

(Signed) E. McGillivray, [L. S.]
President.

Dated at the City of Ottawa,
this ninth day of December, A. D. 1875.

(Signed) C. Keefer,
Secretary-Treasurer L'Orignal and Caledonia Railway.

Chas. Magee,
Francis Clemow,
Wm. F. Powell,
Edward Griffin,
K. Arnoldi,
John Sweetland, M.D.,
Jas. McCrakin,
J. Skead,
Directors L'Orignal and Caledonia Railway.

STATEMENT (B) showing the amount (in miles) of new rails laid, and the locality, by the Brockville & Ottawa Railway Company from July 1st, 1873, to October 1st, 1874.

			MILES LAID.
1.	Between	Irish Creek and Smith's Falls	2¼
2.	"	Welsh's and Foster's	1½
3.	"	Foster's and Franktown	¾
4.	"	Franktown and Beckwith	½
5.	"	Carleton and Almonte	½
6.	"	Jelly's and Irish Creek	8½
7.		Near Smith's Falls Bridge	¼
8.		Foster's	½
9.		Franktown	½
10.	"	Brockville and Fairfield	1¼
11.	"	Fairfield and Bellamy's	¾
12.	"	Franktown and Beckwith	1¾
		Total	19 miles.

NOTE.—The above iron is from items 1, 2 and 9 in Statement (A).

SUPPLEMENTARY RETURN

Of Correspondence relating to the "L'Orignal and Caledonia Railway," subsequent to that printed in Sessional Papers, 16th December, 1875.

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, January 28th, 1876.

(Copy.)

THE L'ORIGNAL AND CALEDONIA RAILWAY.

1. The Railway, from the present terminus in the Village of L'Orignal to the Caledonia Springs, is 7¾ miles, and if extended to the end of the long wharf in L'Orignal it would be 8½ miles.

2. We must either build down to the wharf and put an addition 12 feet wide to run alongside the wharf (which is about 1,300 feet long), or we must make a branch from the L'Ango Guardian Road, in rear of L'Orignal, to the Ottawa River Navigation Company's Wharf, commonly called Hartwick's. This branch would be about two miles, and we must adopt one plan or the other in order to get close connection with the steamboats.

3. The capital stock of the Company is $50,000. Of this sum $21,350 has been subscribed. As this amount was subscribed for within a few weeks after the stock books were opened, it was then thought that the balance of the stock would be taken up within a short time at Montreal, but owing to the sudden financial crisis it was not deemed prudent to press for subscriptions for stock.

4. As about three-fourths of the subscribed stock was paid in, and the Township of L'Orignal promised to give a bonus of $4,000, and Caledonia $2,000, and the Steamboat Company promised to take $10,000 stock, the Directors deemed themselves justified in proceeding with the work.

5. The right of way is sixty-six feet wide. The gauge is three feet six inches. The road bed is ten feet wide at the top. The ties are the best quality, and the whole number, over 15,000 (fifteen thousand), are now placed along the line of Railway, at the cost of $3,450, and the grading, including a small bridge to be built, can be completed read

to lay the rails for $2,750. The weight of the rails will be forty pounds per yard, unless heavier rails can be bought very cheap.

6. The Steamboat Company want now to make it a condition of their subscribing for stock that the Railway shall run to Hartwick's Wharf, but they offer to lend us $5,000 towards the purchase of rolling stock; and the Town of L'Orignal, having applied at this Session for an Act of Incorporation, offer to grant a sufficient bonus to extend the road from its present terminus in L'Orignal to the end of the long wharf, the cost of which will be about $8,000.

7. Longueuil and Caledonia want, as a condition for their bonuses, that the Railway shall be extended to the Nation River, and thence to connect with the Coteau and Ottawa Railway at the High Falls in Cambridge.

8. The inhabitants of Longueuil, Caledonia, Alfred, South Plantagenet and Cambridge caused a survey at their own expense to be made by the Chief Engineer of the Company from the present terminus at Caledonia Springs to the Nation River, thence through Fournierville and Riceville to the High Falls in Cambridge, to connect with the Coteau and Ottawa Railway; and having promised bonuses to the extent of $5,000 per mile towards the extension, the Company have applied at the present Session for amendments to their Act, authorizing them to build the extension, and also to run to Hartwick's Wharf if necessary.

9. Those who subscribed for stock in the Railway did so with the view of affording easier and more speedy means of communication for invalids and visitors from all parts of Canada and the United States with the Caledonia Springs, the medicinal qualities and general advantages of which are unsurpassed on this continent.

10. The Railway Company had in view the extension to the Coteau and Ottawa Railway, and although in no way connected with the proprietors of the Caledonia Springs, they expected a large passenger traffic to and from the Springs during the summer season, as additional accommodation had been afforded by the proprietors at an expense of over $72,000, and last season, between the three hotels and the boarding-houses, there was an average of 400 visitors daily.

11. The great drawback to the Springs is the want of river air and scenery. The Railway will afford the means of running to and from the river several times daily, and parties from Montreal, Ottawa and elsewhere will build cottages on the banks of River Ottawa at L'Orignal, and thus a large passenger traffic will be ensured.

12. It is expected that the peat beds, within half a mile of the Springs, will be opened as soon as this road is running, and they are very extensive—as large, if not larger, than any in Canada. This Railway will bring the peat to L'Orignal, where it can be shipped by boat east and west, or taken across the river by steam ferry and carried east and west by the Northern Colonization Railway. It will be very much used for smelting purposes by the iron mining companies at Hull and Templeton, near Ottawa; besides the peat, an extensive business will be done in pressed hay, Caledonia Flats and that section of the country being one of the most extensive hay districts in Canada, and in addition a large business will be done in produce of all kinds, and cordwood, tamarac and cedars.

13. This will be the first Railway constructed in the United Counties of Prescott and Russell which has hitherto received no Government assistance, and will, no doubt, be the means of inducing the inhabitants of the Townships to obtain the extension of the road to the Nation River, and thence to connect with the Coteau and Ottawa Road at the High Falls, in Cambridge. If extended to the Nation River, which is only about five miles from the Springs, the Steamboat Company will put on a light draught steamboat, as the River Nation is navigable for vessels drawing seven feet at low water for 35 miles from the pitch off in North Plantagenet to the High Falls in Cambridge, which will be of the utmost importance to all that extent of country on both sides of the Nation, the inhabitants of which drive from 40 to 60 miles in winter to Morrisburg as their only market, and in summer the roads are scarcely passable, and the extension to the High Falls will be of great benefit as opening a line east and west by the Coteau and Ottawa Railway for passengers and traffic.

14. In view of the great public benefit to be derived by the construction of a railway through the section of the country proposed, and owing to the fact that it will be the

means of causing other roads to be constructed in the county, the Company respectfully submit that they are entitled to aid from the Government of Ontario; and pray that such sum per mile may be granted to them for their original line now under construction as may, under the circumstances, seem just and reasonable.

(Signed) E. McGillivray,
President.
Augustus Keefer,
Sec.-Trea. L. O. & O. R.
Samuel H. Haycock,
Chief Engineer.

Ottawa, January, 1876.

RETURN

Of Correspondence and Papers relating to the "Midland Railway," subsequent to that printed in second Sessional Papers, 1874.

By Command,

S. C. WOOD,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, December 31st, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "MIDLAND RAILWAY."

1874.
Oct. 15th.—Order in Council.
Government Grant to Midland Railway Company.
1875,
Dec. 29th.—Petition of the Midland Railway Company, praying for supplementary aid.

Copy of an Order in Council approved by His Honor the Lieutenant Governor, the 15th day of October A.D. 1875.

The Committee of Council have had under consideration a contract, dated the second day of January, 1872, between Frank Shanly and the Midland Railway Company, for the execution by the said Shanly of the works therein mentioned on that portion of the Company's line between Beaverton and Munday's (now called Midland) Bay, and the Committee advise that having regard to the said contract and the performance of such works, under the said contract, and by the Company itself, through its servants and agents, it be considered by your Honor that such contract and performance be deemed to be a compliance with the last condition of the Order in Council of 17th March, 1874.

The Committee of Council have also had under consideration the report of the Honourable the Commissioner of Public Works, dated the 29th September, 1875, wherein he states that the said Midland Railway Company has completed that portion of its road extending from Orillia to Wabashene ($19\cdot600$ miles), within the meaning of the Act in Aid of Railways.

The Commissioner further states that as the agreement for haulage of the freight and

passenger cars of the Grand Junction Railway Company has not been executed, the said Midland Railway Company is, as defined by Order in Council of 17th March, 1874, only entitled to the amount of $218.70 per mile during the period of twenty years, to be computed from the 1st day of January, 1872, and to the full end thereof, or in one sum of $2,250 per mile.

The Commissioner recommends that payment be now made in accordance with the terms of the said Order in Council. The Committee of Council advise that payment be authorized to be made to the said Company out of the Railway Subsidy Fund of the sum of $218.70 per mile of the said portion of the said Railway, to be payable by even half-yearly payments of $109.35 each, on the 30th day of June and the 30th day of December in every year during the said period, such sums in the whole amounting to eighty-five thousand, seven hundred and thirty dollars and forty cents.

The Committee further advise that a warrant be issued for the immediate payment of the sum of fifteen thousand and two dollars and eighty-two cents, being the amount of the seven half-yearly payments which have become due up to and inclusive of the 30th day of June, one thousand eight hundred and seventy-five, and that letters patent be issued for the purpose of more formally witnessing the title of the said company to the half-yearly payments yet to be made to it as hereinbefore mentioned, and that transferable certificates be issued by the Treasury Department for the said half-yearly payments.

Certified,
J. G. Scott,
Clerk Executive Council,
Ontario.

29th Oct., 1874.

Province of Ontario.

Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &.

Whereas by an Act of Our Province of Ontario, passed in the thirty-fifth year of Our Reign, chaptered twenty-four, and intituled "An Act to make further provision in aid of Railways," it was enacted that the sum of one hundred thousand dollars yearly for twenty years, should be set apart from and out of the Consolidated Revenue Fund of the said Province, and should form a fund to be designated and known as the Railway Subsidy Fund, and that the provisions of the Act of the said Province in aid of railways and of any Act amending the same should (save in so far as they might be inconsistent with the said in part recited Act) apply to the authorization and payment of any grant out of the said Railway Subsidy Fund, and that scrip or certificates might be issued in respect to any grant out of the said fund after payment thereof had been duly authorized;

And whereas by an Order in Council, dated 17th March, 1874, with reference to the Midland Railway Company, it was, amongst other things, ordered that, subject to the ratification of such Order in Council by resolution of the Legislative Assembly (in default of which it was declared that such order should be inoperative) payment should be authorized to be made out of the Railway Subsidy Fund to the said Company of the sum of two hundred and eighteen dollars and seventy cents per mile for that portion of the line between Orillia and Midland Bay, such sum to be payable by even half-yearly payments of one hundred and nine dollars and thirty-five cents each on the thirtieth day of June, and the thirty-first day of December in every year during the period of twenty years, to be computed from the first day of January, one thousand eight hundred and seventy-two, and to the full end thereof or in one sum of two thousand two hundred and fifty dollars per mile, should the Lieutenant-Governor in Council see fit, such payment to be made on the fulfilment of the requirements of the Railway Aid Acts;

And whereas the said Order was on the twenty-first day of March, one thousand eight hundred and seventy-four, duly ratified by resolution of the said Legislative Assembly;

And whereas the Commissioner of Public Works, upon the twenty-ninth day of September, one thousand eight hundred and seventy-five, reported for the information of the

Lieutenant-Governor in Council, that the said Company had completed that portion of its road extending from Orillia to Wabashene, being a distance of nineteen miles and six-tenths of a mile, within the meaning of the Act in aid of Railways.

And whereas it was, by a certain other Order made by the Lieutenant-Governor in Council, dated the fifteenth day of October, one thousand eight hundred and seventy-five, amongst other things, ordered that payment be authorized to be made to the said Company out of the Railway Subsidy Fund of the sum of two hundred and eighteen dollars and seventy cents per mile of the said portion of the said Railway, to be payable by even half-yearly payments of one hundred and nine dollars and thirty-five cents each, on the thirtieth day of June and the thirty-first day of December in every year during the said period, such sum in the whole amounting to eighty-five thousand seven hundred and thirty dollars and forty cents, and that a Warrant should be issued for the immediate payment of the sum of fifteen thousand and two dollars and eighty-two cents, being the amount of the seven half-yearly payments which have become due up to and inclusive of the thirtieth day of June, one thousand eight hundred and seventy-five, and that Letters Patent be issued for the purpose of more formally witnessing the title of the said Company to the half-yearly payments yet to be made to it as hereinbefore mentioned, and that transferable certificates should be issued to the said Company for the said half-yearly payments.

Now Know Ye that in consideration of the said recited premises, and for the purpose of carrying the same into full effect, We do by these Our Letters Patent, issued by the direction of Our Lieutenant Governor in Council, testify that We have in manner aforesaid granted, and We hereby confirm unto the Midland Railway Company, its successors and assigns, the thirty-three half-yearly payments of two thousand one hundred and forty three dollars and twenty-six cents each yet to be made by virtue of the said Orders, and payable out of the Railway Subsidy Fund, on the thirtieth day of June and the thirty-first day of December, in each and every year during the residue yet unexpired of the said period of twenty years to be computed as aforesaid, from the first day of January, one thousand eight hundred and seventy-two, such semi-annual payments to be made without any abatement from time to time by the Treasurer of Our said Province to the Midland Railway Company, its successors or assigns, upon the delivery to the Treasurer of Our said Province at Toronto of the Certificates issued therefor respectively from the Treasury Department of Our said Province, and bearing even date herewith. Given under the Great Seal of Our Province of Ontario. The first of such Certificates to fall due on the thirty-first day of December, one thousand eight hundred and seventy-five, and the last on the thirty-first day of December, one thousand eight hundred and ninety-one.

Witness,

The Honourable Donald Alexander Macdonald, Lieutenant-Governor of Our Province of Ontario, at Toronto, this eleventh day of November, in the year of Our Lord one thousand eight hundred and seventy-five, and in the thirty-ninth year of Our reign.

By Command of the Lieutenant-Governor in Council.

(Signed) S. C. Wood,
Secretary.

No.

Entered in Treasury Department
this eleventh day of November, A.D. 1875.

Port Hope, 29th December, 1875.

To His Excellency the Lieutenant-Governor, and the Honourable the Executive Council of the Province of Ontario.

The Petition of the Midland Railway of Canada,

Humbly Sheweth:

That your Petitioners have been for several years engaged in extending the line of their Railway northwards from Lindsay, and more particularly from Beaverton to Midland Bay,

a distance of fifty-four miles, to afford by it an outlet, and in consequence a market for the great timber and lumber resources the country possesses, and opening to emigrants a region along the whole line of really good soil, and capable of very great agricultural improvements.

Your Petitioners were induced to undertake this enterprise by the pressing solicitations of the townships through which the proposed line was to run, and those adjoining it, and very great promises were made them regarding the aid that would be extended, which to a considerable degree have been faithfully kept.

On the inauguration of the Railway Aid policy these townships forwarded their petitions to the Government, urging the necessity of the road being built, their willingness to aid as far as their means permitted, and praying the Government to assist the undertaking.

Your Petitioners, acting upon the representations made to them, assured that the country really desired this extension of their line, and that its geographical position would afford large facilities to the development of the Midland Counties, and all roads leading into it from east and west, undertook to raise the necessary capital to build the line, and for this purpose raised the sum of £100,000 sterling on advantag ous terms on first mortgage bonds, and subsequently issued a further loan of £150,000 sterling on second mortgage bonds, which were, however, but partially placed, the proceeds of all of which they applied to the construction of the line. Appealing afterwards to the townships and to the Government for the aid promised, they found that by an unfortunate misconception of diverting the traffic from Toronto, a well-known powerful Railway corporation used every effort (and, unfortunately, but too successfully) to prevent the outlying townships granting any aid, and no bonuses could be obtained except from the districts actually traversed by the line and immediately interested, which, owing to the sparseness of settlement and consequent small assessment, amounted to but $62,500 in debentures on a line of 54 miles.

From Orillia North the Northern Railway obtained the sum of $4,000 per mile, whilst the line of the Midland—the building of which was equally expensive, and passes through a country the opening of which is of equal benefit to the Province, and affords facilities to a very large extent of territory—received but the sum of $2,250 per mile.

Your Petitioners have now expended, through the means furnished by the bond and shareholders, a sum exceeding $800,000; the aid from the townships, as stated above, has been $62,500, and the Government aid on 40 miles has amounted to the sum of $85,800. With these sums they have completed 40 miles—a detailed statement of which is set forth in their printed Reports—whilst 14 miles remain still to be built to complete the system of their Railway.

The cost of these 14 miles—a detailed estimate of which has been submitted to the Department of Public Works—is $232,000, and your Petitioners cannot enlarge their bond capital, the expense of construction having greatly exceeded the original estimate, unless an increased aid is granted them by the Government in a sum similar to the amount given to the Northern Railway, to wit, $4,000 per mile from Orillia.

Even with this additional aid of $1,750 per mile on 34 miles of their Railway, representing the small sum of $59,500, your Petitioners will be compelled to raise an additional capital of $170,000 to complete the Railway, which amount the township and the bond and shareholders are prepared to furnish.

Your Petitioners feel that the request to supplement the aid granted to the extent of $1,750 per mile, towards this small part of their line from Orillia to Midland Bay—which request they have so repeatedly submitted to the Government—is a just demand; that during the severe period and depression of all railway enterprises within the last few years, they have faithfully and unremittingly prosecuted their enterprise almost entirely out of their own means, adding to the wealth and development of the country; and they beg that this petition may have your earnest consideration.

And your Petitioners, as in duty bound, will ever pray.

(Signed) A. Hugel,
President.

{ L. S. }

SUPPLEMENTARY RETURN

Of Correspondence and Papers relating to the Midland Railway, subsequent to that printed in Sessional Papers, 19th January, 1876.

By Command,

S. C. WOOD,

Secretary.

Provincial Secretary's Office,
Toronto, 24th January, 1876.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "MIDLAND RAILWAY."

1876.

Jan. 17th.—Petition of the County Council of the Corporation of the Township of Mara, praying that further aid be granted to the Midland Railway Company.

" " —Petition of the Corporation of the Township of Tay, praying that further aid be granted to the Midland Railway Company.

" " —Memo. of Resolution passed by the Council of the Townships of Orillia and Matchedash.

" " —Petition of the Council of the Townships of Orillia and Matchedash, praying that further aid be granted to the Midland Railway Company.

" " —Memo. of Resolution passed by the Council of the Township of Medonte.

" " —Petition of the Council of the Township of Medonte, praying that further aid be granted to the Midland Railway Company.

" 21st.—Petition of the Midland Railway Company, praying that further aid be granted to them.

To His Excellency the Lieutenant-Governor, and the Honourable the Executive Council of the Province of Ontario.

The Petition of the Council of the Corporation of the Township of Mara, in the County of Ontario

Humbly Sheweth:

That your Petitioners, believing that the extension of the Midland Railway of Canada from Orillia to Midland Bay would be of vast benefit to this part of the Province, and in particular to the Townships through which said Railway runs, opening up large tracts of good land for settlement, and giving increased facilities to the development of the Midland Counties; and feeling that the said Midland Railway should be granted a sum similar to that granted to

the Northern Railway Extension, viz.—$4,000 per mile—and that the request to supplement the aid already granted by $1,750 per mile, towards that portion of their line from Orillia to Midland Bay, is a just demand—earnestly hoping that this Petition may receive your favourable consideration, your Petitioners, as in duty bound, will ever pray.

(Signed) J. McRae, *Reeve.*
J. H. Seagor, *Deputy Reeve.*
John Harahy,
Peter Thompson, *Councillors.*
Timothy O'Leary,

Dated at Mara the 17th day of January, A.D. 1876.

Council Hall, Township of Tay
17th January, 1876

To His Excellency the Lieutenant-Governor, and the Honourable the Executive Council of the Province of Ontario.

The Petition of the Corporation of the Township of Tay

Humbly Sheweth:

That in the year 1871, the ratepayers of the Township of Tay granted by way of "bonus" the sum of $25,000 to aid in the extension of the Midland Railway of Canada from Beaverton to Midland Bay, situated in the Township of Tay.

So great was the want of Railway communication felt by the people of this northern portion of the Province of Ontario, that out of a "full vote" of the ratepayers, only two votes were recorded against the by-law submitted.

The Councils of the Townships in proximity to the proposed line of Railway also submitted by-laws to their respective ratepayers, to aid the proposed scheme, and were favourably received by them up to almost the day appointed for receiving their votes; but owing to outside influence, most determinedly used for the purpose of overthrowing the projected scheme, and thereby preventing traffic from diverting to a more direct and legitimate route, the by-laws were unfortunately voted down, thereby decreasing the small sum expected to be derived from those sources by the projectors of the Railway. That the anticipation of a Railway has had the effect of adding materially to the prosperity and wealth of the Township of Tiny and surrounding country is evident by the large inflow of population, the extensive lumbering mills and other manufactures, and the villages that have sprung into existence since the inception of this very important extension scheme, the Village of Midland, the proposed terminus, alone showing in 1875 an assessed value of nearly the total assessed value of the Township of Tiny in the year 1869.

Your Petitioners are of opinion that the Railway Company have expended all the means available at the present time in prosecuting the work, but, owing to the large increase of the cost of construction over the original estimates, there still remains 14 miles to be built in order to complete the road.

That any lengthened postponement of the work to its final completion would be disastrous in the extreme to the welfare of this Township and surrounding country. That from Orillia north, the Northern Railway received Government aid to the amount of $4,000 per mile, whilst the Midland Railway, the building of which has been equally costly, and passing through a country equally important, and capable when properly developed of adding immensely to the revenue of this Province, only received Government aid to the amount of $2,250.

Your Petitioners therefore pray that the request of the Midland Railway Company, to have the aid already extended to them, supplemented by a sum which will equal the amount given in aid of the Northern Railway, be granted; and your Petitioners as in duty bound, will ever pray.

(Signed) Wm. Errington, [L. S.]
Reeve of Tay.

"Be it resolved, That a Petition be prepared by this Council and forwarded to His Honor the Lieutenant-Governor and the Honourable the Executive Council of the Province of Ontario, praying that a further grant be made to the Midland Railway of Canada of the sum of one thousand seven hundred and fifty dollars per mile from the Town of Orillia to the Midland Bay, for the purpose of enabling the said Railway Company to complete their road between these points."—Carried.

J. REGAN, *Reeve.*
ARCH. THOMSON, *Deputy-Reeve.*
WM. CALVERLEY, } *Councillors.*
CHAS. G. POWLEY, }
A. P. ROBINSON, }

To His Honor the Lieutenant-Governor, and the Honourable the Executive Council of the Province of Ontario.

The Petition of the Council of the Townships of Orillia and Matchedash

HUMBLY SHEWETH:

That the completion of the Midland Railway of Canada between the Town of Orillia and Midland Bay at an early date is most important for the development and prosperity of the Townships of Orillia and Matchedash, and the surrounding country generally.

That the operations of the road have to a great extent come to a standstill, as your Petitioners are informed, for want of funds.

That your Petitioners are aware that a grant of four thousand dollars per mile was made to the Northern Railway for the purpose of extending it in a northerly direction from Orillia, while the Midland Road received but two thousand two hundred and fifty dollars per mile for a like purpose.

Your Petitioners therefore pray that the grant already made to the Midland Railway may be supplemented by a further grant of one thousand seven hundred and fifty dollars per mile, in order that the road and its operations may be successfully carried on to completion.

And your Petitioners, as in duty bound, will ever pray.

JOHN REGAN, *Reeve.*
ARCH. THOMSON, *Deputy-Reeve.*
WM. CALVERLEY, } *Councillors.*
CHAS. G. POWLEY, }
A. P. ROBINSON, }

"Be it resolved, That a Petition be prepared by this Council and forwarded to His Honor the Lieutenant-Governor and the Honourable the Executive Council of the Province of Ontario, praying that a further grant be made to the Midland Railway of Canada of the sum of one thousand seven hundred and fifty dollars per mile from the Town of Orillia to the Midland Bay, for the purpose of enabling the said Railway Company to complete their road between these points."

GUY H. ORR.
WILLIAM STEWART.

Similar Petition from the Council of the Township of Medonte.

(Copy.)

PORT HOPE, 21st January, 1876.

To His Honor the Lieutenant-Governor, and the Honourable the Executive Council of the Province of Ontario.

The Petition of the Midland Railway

HUMBLY SHEWETH :

The Northern Railway received from the Government, for its extension from Orillia to Gravenhurst, four thousand dollars per mile.

The Midland Railway, from Orillia to Midland, traverses a country precisely similar in character, and the Company always contended that they were entitled to the same assistance.

They only received from the Government, on that portion of their road from Orillia to Wabaushene, two thousand two hundred and fifty dollars per mile.

Although the statute provides that no payment shall be made until the portion in respect of which the payment is made shall be completed, and although the payment was made, it is nevertheless true that that portion was not completed. Mr. Molesworth reports that the ballasting was only partially performed, the fencing only partially done, and the farm crossings not complete.

The road, however, was so far completed as to admit of the running of construction trains, and justified the payment of the money.

That portion of the road is still incomplete with respect to the ballasting, the fencing, the farm crossings, and stations and switches; it cannot be completed for a less sum than fifty thousand dollars, or two thousand five hundred dollars per mile.

Your Petitioners are informed that your Excellency in Council is disposed to consider the said portion as having been completed at the time the said payment was made, but they submit that, although it may have been so far completed as to justify the payment, yet they submit that, according to the facts set forth in Mr. Molesworth's report, it was not completed, and that the said Company are not, therefore, according to the letter of the statute, within the strict meaning thereof.

This Company did not understand, when they received the said payment, that they were thereby disentitling themselves from receiving further aid; on the contrary, they have constantly from that time to the present always insisted that they were entitled to further assistance.

The said portion from Orillia to Wabaushene is not in a safe condition for traffic, and cannot be put in a condition without further assistance. The Company continues to run trains over it, but they require to be run slowly and cautiously. The public interest demands that it should be put into a good and safe condition as soon as possible.

The Midland Company have shown the utmost energy in the construction of the said portion, and the whole public served by it are under deep obligations to them. It would be a most unfortunate and a poor reward if they should now be told that they have been defeated by their own energy, and that by pushing on their works, in order to serve the public at the earliest possible day, they have disentitled themselves to all consideration. It is almost impossible to believe that had they displayed less energy they would have been entitled to more consideration at the hands of the Government.

Your Petitioners freely admit that completed roads are not, as a general rule, entitled to public assistance, but they submit that the Midland Company is in an exceptional position in the following respects:—

1st. The payment made was in respect of a mere section of the road for which they had asked assistance, and for which an Order in Council had actually been made.

2nd. The section assisted was not completed within the strict letter of the law, and they should not, therefore, be excluded from assistance by a strict construction of the law.

3rd. The Company did not suppose that they were abandoning their right to further assistance in respect of that section, but always insisted that they were entitled to the same measure of assistance as the Northern received.

4th. The extraordinary energy and activity of the Company, in opening the said portion for traffic, should not in fairness be turned against them.

5th. The said portion requires further assistance to complete it and make it safe for traffic.

6th. The Toronto, Grey and Bruce received an extra thousand dollars per mile from Orangeville to Owen Sound, upon less forcible arguments than those above set forth, after their road had been fully completed, and had been in full operation for more than a year.

And your Petitioners will ever pray, &c.

A. HUGEL,
President.

RETURN

Of Correspondence and Papers relating to the "Montreal and Ottawa Junction Railway," subsequent to that printed in Sessional Papers, Second Session, 1874.

By Command,

S. C. WOOD,
Secretary.

Provincial Secretary's Office,
Toronto, December 15th, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "MONTREAL AND OTTAWA JUNCTION RAILWAY."

1875.

Dec. 6th.—Letter of Wm. Summerby to the Honourable the Provincial Secretary, enclosing Petition from the Council of the Township of Russell, asking for a further Grant.

Petition of the Municipal Council of the Township of Lochiel, for a further Grant.

Petition of the Municipal Council of the Township of Kenyon, asking for further Grant.

Petition of the inhabitants of the County of Glengarry, asking for further Aid.

Memorial of the Corporation of the City of Ottawa, asking for further Aid.

" 31st.—Letter of D. A. Macdonald to the Provincial Secretary, enclosing a statement of the financial condition of the Company.

(Copy.)

Corporation of the Township of Russell,
Clerk's Office, Russell, 6th Dec., 1875.

To the Honourable the Provincial Secretary.

Sir,—Herewith I transmit a Petition from the Council of the Township of Russell, which you will please lay before His Honor the Governor in Council.

I have the honour to be, Sir,
Your obedient servant,
Wm. Summerby
Clerk Tp. Russell.

(Copy.)

To His Honor the Lieutenant-Governor of the Province of Ontario in Council.

The Petition of the Municipal Council of the Township of Russell,

HUMBLY SHEWETH:

That the Municipality represented by your Petitioners is in a central position between the St. Lawrence and Ottawa rivers, without any means of communication either by water or rail, and in consequence the country is only partially settled and improved. That there is vacant land for many more settlers if they had access to markets by railroad. That the Coteau and Ottawa Junction Railroad would be a great benefit to all the country lying between the two rivers as well as to this Municipality—and as a branch of the Pacific Railroad from Ottawa to Montreal, a benefit to the whole Province. That your Petitioners have granted a bonus to said railroad, but further assistance is required to have it completed, and your Petitioners therefore humbly pray that a further grant may be made to the said road out of the funds of the Province, so that it can be completed without delay.

And your Petitioners, as in duty bound, will ever pray, &c., &c.

Signed and sealed by order of the Council this sixth day of December, A.D. 1875.

WM. Z. HELMER,
Reeve.

WM. SUMMERBY,
Clerk.

(Copy.)

To His Honor the Lieutenant-Governor in Council.

The Petition of the Municipal Council of the Township of Lochiel, in the County of Glengarrry, in Council assembled,

HUMBLY SHEWETH:

That the Montreal and City of Ottawa Junction Railway Company obtained a Charter from the Parliament of Canada, in 1871, enabling them to build a line of Railway from the City of Ottawa to some point at or near the Village of Alexandria, in this county, and thence to some point at or near Coteau Landing, on the line of the Grand Trunk Railway, in the County of Soulanges.

That work upon said line of Railway was instituted in September, 1872, and was continued until the beginning of the year 1874, since which date no work has been done thereon.

That under the provisions of the Act passed by the Legislative Assembly of the Province of Ontario, in 1871, intituled "An Act in aid of Railways," an Order in Council was issued granting aid to the said Railway Company to the extent of $2,000 per mile of said Railway lying within the limits of this Province—namely, sixty-six miles—which grant was to be paid to said Railway Company according as work was performed on said Railway in sections of twenty-two miles each, but no payment on account of such grant has yet been made to said Railway Company.

That the ratepayers of this Municipality being desirous to aid in the construction of said Railway, a By-law was duly passed by your Petitioners granting a bonus to said Railway Company of $40,000, of which sum $30,000 has been paid to said Company, according to the conditions of said By-law.

That the construction of said Railway is much desired by the ratepayers of this Municipality, in common with the residue of the inhabitants of the section of country through which the same proposes to pass; and its early completion is earnestly wished for by them, as a large and valuable country of extensive agricultural and timbered resources would be opened up and developed, thereby increasing the wealth and prosperity of the Province at largo.

That a short and direct communication between the capital of this Dominion and the seaboard would be established, and greater facility to reach the north-west territories be afforded the immigrant by the construction of this Railway.

That your Petitioners have learnt with pleasure that by a clause in the speech of the Lieutenant-Governor of this Province, at the opening of the present Session of the Legislative Assembly, it is proposed to set apart public moneys of this Province to further aid railways now being constructed, and which have already been granted aid, as well as to those not yet commenced ; and your Petitioners are sensible that such a proposed disposition of the public funds will meet with the approval of all persons, irrespective of party or political shades, in view of the stagnation of trade, &c., and that employment upon works of such a nature would be extremely beneficial to all classes.

Your Petitioners respectfully submit that as the building of this Railway is of great public importance, and will tend to the development and opening up of such a large and valuable section of our Province, the said Company are entitled to further aid in the construction thereof, and your Petitioners humbly pray that such further aid be granted to them by an Order in Council, from such portions of the public funds as may be set apart by the Legislative Assembly for such purposes.

And your Petitioners, as in duty bound, will ever pray, &c.

(Signed) ARCHIBALD MCNAB,
Reeve.

(Signed) D. B. MCMILLAN,
Township Clerk.

Dated December 8th, 1875.

(Copy.)

To His Honor the Lieutenant-Governor in Council.

The Petition of the Municipal Council of the Township of Kenyon, in the County of Glengarry, in Council assembled,

HUMBLY SHEWETH :

That the Montreal and City of Ottawa Junction Railway Company obtained a charter from the Parliament of Canada in 1871, enabling them to build a line of Railway from the City of Ottawa to some point at or near the Village of Alexandria, in this county ; and thence to some point at or near Coteau Landing, on the line of the Grand Trunk Railway, in the County of Soulanges.

That work upon said line of Railway was instituted in September, 1872, and was continued until the beginning of the year 1874, since which date no work has been done thereon.

That under the provisions of the Act passed by the Legislative Assembly of the Province of Ontario in 1871, intituled "An Act in aid of Railways," an Order in Council was issued, granting aid to the said Railway Company to the extent of $2,000 per mile of said Railway lying within the limits of this Province, namely, sixty-six miles, which grant was to be paid to said Railway Company according as work was performed on said Railway in sections of twenty-two miles each, but no payment on account of such grant has been yet made to said Railway Company.

That the ratepayers of this Municipality being desirous to aid in the construction of said railway, a By-law was duly passed by your Petitioners, granting a bonus to said Railway Company of $40,000, of which sum $20,000 have been paid to said Company, according to the conditions of said By-law.

That the construction of said Railway is much desired by the ratepayers of this Municipality, in common with the residue of the inhabitants of the section of country through which the same proposes to pass, and its early completion is earnestly wished for by them, as a large

and valuable country of extensive agricultural and timbered resources would be opened up and developed, thereby increasing the wealth and prosperity of the Province at large.

That a short and direct communication between the capital of this Dominion and the seaboard would be established; and greater facility to reach the north-west territories be afforded the immigrant by the construction of this Railway,

That your Petitioners have learnt with pleasure, that by a clause in the speech of the Lieutenant-Governor of this Province, at the opening of the present Session of the Legislative Assembly, it is proposed to set apart public moneys of this Province to further aid railways now being constructed, and which have already been granted aid, as well as to those not yet commenced, and your Petitioners are sensible that such a proposed disposition of the public funds will meet with the approval of all persons, irrespective of party or political shades, in view of the stagnation of trade, &c., and that employment upon works of such a nature would be extremely beneficial to all classes.

Your Petitioners respectfully submit, that as the building of this Railway is of great public importance and will tend to the development and opening up of such a large and valuable section of our Province, the said Company are entitled to further aid in the construction thereof; and your Petitioners humbly pray that such further aid be granted to them, by Order in Council, from such portions of the public funds as may be set apart by the Legislative Assembly for such purposes.

And your Petitioners, as in duty bound, will ever pray, &c.

(Signed) James Clark, *Reeve.*
Peter Kennedy, *Deputy Reeve.*
A. K. McDonald,
Alex. Stewart,
Finlay McRae,
} *Councillors.*

(Signed) J. R. McKenzie,
Township Clerk.

Dated December 10th, 1875.

(Copy.)

To His Honor the Lieutenant-Governor in Council.

The Petition of the Inhabitants of the County of Glengarry most

Respectfully Sheweth:

That the Montreal and City of Ottawa Junction Railway Company obtained a charter from the Parliament of Canada in 1871, enabling them to construct a line of Railway from the City of Ottawa to some point at or near the Village of Alexandria, in the County of Glengarry, and thence to some point at or near Coteau Landing, on the line of the Grand Trunk Railway, in the County of Soulanges.

That work upon said line of Railway was commenced in September, 1872, and was continued until the earlier part of 1874, since which time no work has been done thereon.

That the length of said line of Railway lying within the limits of the Province of Ontario—that is to say, from the City of Ottawa to the Province of Quebec—is about sixty-six miles.

That under the provisions of the Act passed in 1871, intituled "An Act in aid of Railways," an Order in Council was issued granting aid to the said Railway Company to the extent of $2,000 per mile of said Railway lying within the limits of this Province, according to the terms of which Order in Council payment of such grant was to be made to the said Railway Company according as the work upon said Railway should be performed in sections of twenty two miles each, but no payment under said Order in Council has yet been made to said Railway Company.

That the only additional aid to said Railway Company by way of bonus was granted by the Municipalities of Lochiel and Kenyon, in this County, to the extent of $40,000 each; and by the City of Ottawa to the extent of $100,000—the condition of the bonus granted by the

City of Ottawa requiring $25,000 of such bonus to be expended by said Railway Company in the erection of a depot and machine shops in said city.

That the said Railway Company are not as yet entitled to any portion of the bonus granted by the City of Ottawa, and have only received $30,000 from the Municipality of Lochiel, and $20,000 from the Municipality of Kenyon, according to the conditions of the several By-laws granting the same.

That the construction of the said Railway would be of the greatest importance and benefit to this and the counties through which it will pass, and the completion of the same is viewed by the inhabitants of said counties with the deepest interest, as it will secure the opening up and development of a large and valuable section of this Province which has hitherto been afforded no outlet or communication suitable to its great agricultural and timber resources.

That the route to be taken by said Railway will afford the shortest and most direct means of communication from the Capital of this Dominion to the seaboard, and offer an outlet for the timbered districts lying north of the City of Ottawa to the American market, besides in conjunction with other lines of railway connecting with the Canada Pacific Railway, proving a most valuable and practical link in the great chain of railways extending from the Atlantic to the Pacific, facilitating thereby immigration to the north-west territories.

That this county, in common with the other counties above referred to, is among the oldest counties in this Province, and has in consequence contributed to the taxation and revenue of this Province in a much greater degree than newer counties, and the construction of said Railway would be of the greatest benefit to such older counties.

That your Petitioners have learnt with pleasure, from the speech of His Honor the Lieutenant-Governor, at the opening of the present Session of the Legislative Assembly of Ontario, that measures are about to be submitted to the said Legislative Assembly which contemplate granting further aid to Railways now in course of construction, as well as aid to Railways not yet commenced ; and your Petitioners feel deeply sensible of the wisdom of such an expenditure of the public moneys, in view not only of the general depression of trade and other interests, which has caused and is now the source of much destitution in this Province; but also of the great advantages and benefits which will be derived by the people of this Province generally, consequent upon the opening up and development of the country by means of Railways.

Your Petitioners respectfully submit, that the construction of this line of Railway being of such great importance to the people of this Province, in the manner above referred to, the said Railway Company are entitled to further aid in the construction thereof; and your Petitioners humbly pray that such further aid be granted to said Railway Company, by an Order in Council, from such portions of the public funds as may be set apart by the Legislative Assembly for such purposes.

And your Petitioners, as in duty bond, will ever pray.

(Signed) John S. O'Connor, P. P.,
A. M. Mackenzie,
Alex. R. McDonell, J. P.,
and 178 others.

Glengarry, 3rd December, 1875.

(Copy.)

To His Honor the Lieutenant-Governor of the Province of Ontario in Council assembled.

The Memorial of the Corporation of the City of Ottawa,

Respectfully Sheweth :

That in the year 1871 the Parliament of the Dominion of Canada passed an Act incorporating the Montreal and City of Ottawa Junction Railway Company, authorizing the construction of a Railway from the City of Ottawa to some point at or near Coteau Landing, on the Grand Trunk Railway.

That the line of road traverses the Counties of Russell and Glengarry, sixty-six miles thereof being in the Province of Ontario, and fifteen miles in the Province of Quebec.

That your Memorialists granted a bonus of one hundred thousand dollars in aid of the construction of this road, and other Municipalities along the line of route have contributed according to their means, and that a considerable amount of private stock has also been subscribed; to this may be added, that prospective aid of two thousand dollars a mile promised by the Province of Ontario.

That the expenditure of moneys from the public exchequer, in the County of Russell and the rear portion of the County of Glengarry, has been considerably less than in other sections of the Province.

Your Memorialists therefore hope that the contribution of two thousand per mile from Ontario may be augmented by an addition of another one thousand dollars. The value of the credit thus given to the Company will enable them to push the work to completion, and open it for traffic at an early date.

And your Memorialists will, as in duty bound, ever pray.

(Signed) J. P. Featherston,
Mayor.

[L. S.]

MEMORANDUM.

Sir,—Agreeably to the request made by the Hon. W. Cayley, in his letter addressed to me on the 13th instant, I now beg to lay before you the following statement of the financial condition and prospects of an early completion of the Montreal and City of Ottawa Junction Railway.

In the month of August, 1872, the road was let to Messrs. A. L. Catlin & Co., contractors, who were favourably reported as being men of large capital and experience in constructing railways.

The contractors commenced their contract in September, 1872, and worked until the 1st of January, 1874, and expended, as per contract price, per Engineer's Report, upwards of four hundred thousand dollars.

The financial derangement in the New York market began to show itself by the end of 1873, and as the contractors depended upon obtaining funds in New York, and owing to the difficulty in receiving their promised supply of funds, they were obliged to suspend their works on the railway, hoping to be able to resume in the spring of 1874.

The crisis in monetary matters having continued ever since in the States, the contractors have not been able to continue their contract, and their time for the completion of the contract having expired, the company are now at liberty to let the road to another party.

The Municipalities of Lochiel and Kenyon each subscribed forty thousand dollars of bonuses towards the construction of the road; the City of Ottawa subscribed one hundred thousand dollars.

The advance made by the Company to the contractors on account of their contract, forty thousand dollars in Municipal Bonds, which leaves still at the disposal of the Company one hundred and forty thousand dollars of such Municipal Bonuses.

The following is a statement of the expenditure and available resources of the Company:—

Expended on road in cash	$201,000
Municipal Bonuses on hand	140,000
Bonus Ontario Government	132,000
Balance of subscribed Stock	43,000
	$516,000

The Company are now offered by a responsible party to complete the grading of the road for the sum of four hundred and fifty thousand dollars, and with a reasonable increase of bonus from the Ontario Government, would insure the completion of the line.

The Municipalities of Lochiel and Kenyon were induced to subscribe the bonuses above referred to, anticipating that the Ontario Government would grant a larger bonus than $2,000 per mile, and the Townships of Roxborough, Cambridge and Russell, no

doubt would have granted a reasonable bonus had it not been for the smallness of the grant made by the Ontario Government.

The Company contemplate the grading of the line for the sum of four hundred and fifty thousand dollars ready for the rails, and a responsible party has offered to furnish the rails and rolling stock, accepting Company's bonds in payment, and also propose to lease the railway for a term of years.

The undersigned would respectfully submit that the Montreal and City of Ottawa Junction Railway is the only line which will be entitled to a bonus from the Ontario Government, for that portion of the Province east of Kingston.

That the population east of the County of Frontenac will not stand in need of Government aid; the Brockville and Pembroke or Canada Central supply that section, and the St. Lawrence and Ottawa, supplying the wants of the adjoining counties.

That the population of the eastern Counties of Ontario, as per statement hereto annexed, number by the last census no less than 246,878, forming no less than one-seventh of the population of Ontario.

That the Montreal and City of Ottawa Railway is the only enterprise which can legitimately call for assistance, and, in the opinion of the undersigned, taking into consideration the large sums spent and to be appropriated for railways in the centre and western parts of Ontario, that in justice to the eastern portion a liberal grant should be made to ensure the completion of the road.

That by the Engineer's Report fully one-third of the excavations on the whole line has been already done, and over one-fourth of the masonry.

I have the honour to be,

Your obedient servant,

D. A. Macdonald,

President M. & C. O. Junction Railway.

Toronto, 31st December, 1875.

Hon. S. C. Wood,
Provincial Secretary, &c., &c.,
Toronto.

POPULATION.

Leeds	20,716
Brockville	10,475
Leeds and Grenville	13,530
Grenville	13,197
Dundas	18,777
Stormont	11,873
Cornwall	7,114
Glengarry	20,524
Prescott	17,647
Russell	18,344
City of Ottawa	21,545
Carleton	21,739
South Lanark	19,190
North Lanark	13,830
Renfrew, South	14,099
Renfrew, North	13,878
	246,878

RETURN

Of Correspondence and Papers relating to the "Montreal and City of Ottawa Junction Railway," subsequent to that printed in Sessional Papers, Second Session, 1874.

By Command,

S. C. WOOD,
Secretary.

PROVINCIAL SECRETARY'S OFFICE,
TORONTO, December 31st, 1875.

SCHEDULE OF CORRESPONDENCE AND PAPERS RELATING TO THE "MONTREAL AND CITY OF OTTAWA JUNCTION RAILWAY."

1875.

Dec. 3rd—Petition of the inhabitants of the County of Glengarry, asking for further aid.

" 6th—Letter from William Summerby to the Provincial Secretary enclosing Petition from the Corporationof the Township of Russell, asking for a further grant.

" 8th—Petition of the Corporation of the Township of Lochiel, for a further grant.

" 10th—Petition of the Corporation of the Township of Kenyon, asking for a further grant

Memorial of the Corporation of the City of Ottawa, asking for further aid.

Dec. 13th.—Petition of the Corporation of the Township of Cambridge, praying for further aid to the Montreal and City of Ottawa Junction Railway.

" 18th.—Petition of the Municipal Council of the Township of East Hawkesbury, praying for further aid to the Montreal and City of Ottawa Junction Railway.

Petition of the inhabitants of the Township of Roxborough, praying for further aid to the Montreal and City of Ottawa Junction Railway.

" 31st.—Memorandum from the President of the Company to the Provincial Secretary, embodying a statement of the financial condition and prosspects of an early completion of the Railway.

(Copy.)

To His Honor the Lieutenant-Governor in Council.

The Petition of the inhabitants of the County of Glengarry

MOST RESPECTFULLY SHEWETH:

That the Montreal and City of Ottawa Junction Railway Company obtained a charter from the Parliament of Canada in 1871, enabling them to construct a line of Railway from the City of Ottawa to some point at or near the village of Alexandria, in the County of Glen-

garry, and thence to some point at or near Coteau Landing, on the line of the Grand Trunk Railway, in the County of Soulanges.

The work upon said line of Railway was commenced in September, 1872, and was continued until the earlier part of 1874, since which time no work has been done thereon.

That the length of said line of Railway lying within the limits of the Province of Ontario —that is to say, from the City of Ottawa to the Province of Quebec—is about sixty-six miles.

That under the provisions of the Act passed in 1871, intituled "An Act in aid of Railways, an Order in Council was issued granting aid to the said Railway Company to the extent of $2,000 per mile of said Railway lying within the limits of this Province, according to the terms of which Order in Council, payment of such grant was to be made to the said Railway Company according as the work upon said Railway should be performed in sections of twenty-two miles each, but no payment under said Order in Council has yet been made to said Railway Company.

That the only additional aid to said Railway Company by way of bonus was granted by the Municipalities of Lochiel and Kenyon, in this County, to the extent of $40,000 each ; and by the City of Ottawa to the extent of $100,000—the condition of the bonus granted by the City of Ottawa requiring $25,000 of such bonus to be expended by said Railway Company in the erection of a depot and machine shops in said city.

That the said Railway Company are not as yet entitled to any portion of the bonus granted by the City of Ottawa, and have only received $30,000 from the Municipality of Lochiel, and $20,000 from the Municipality of Kenyon, according to the conditions of the several By-laws granting the same.

That the construction of the said Railway would be of the greatest importance and benefit to this and the counties through which it will pass, and the completion of the same is viewed by the inhabitants of said counties with the deepest interest, as it will secure the opening up and development of a large and valuable section of this Province which has hitherto been afforded no outlet or communication suitable to its great agricultural and timber resources.

That the route to be taken by said Railway will afford the shortest and most direct means of communication from the Capital of this Dominion to the seaboard, and offer an outlet for the timbered districts lying north of the City of Ottawa to the American market, besides in conjunction with other lines of Railway connecting with the Canada Pacific Railway, proving a most valuable and practical link in the great chain of railways extending from the Atlantic to the Pacific, facilitating thereby immigration to the north-west territories.

That this county, in common with the other counties above referred to, is among the oldest counties in this Province, and has in consequence contributed to the taxation and revenue of this Province in a much greater degree than newer counties, and the construction of said Railway would be of the greatest benefit to such older counties.

That your Petitioners have learnt with pleasure, from the speech of His Honor the Lieutenant-Governor, at the opening of the present Session of the Legislative Assembly of Ontario, that measures are about to be submitted to the said Legislative Assembly which contemplate granting further aid to Railways now in course of construction. as well as aid to Railways not yet commenced ; and your Petitioners feel deeply sensible of the wisdom of such an expenditure of the public moneys, in view not only of the general depression of trade and other interests, which has caused and is now the source of much destitution in this Province ; but also of the great advantages and benefits which will be derived by the people of this Province generally, consequent upon the opening up and development of the country by means of Railways.

Your Petitioners respectfully submit, that the construction of this line of Railway being of such great importance to the people of this Province, in the manner above referred to, the said Railway Company are entitled to further aid in the construction thereof ; and your Petitioners humbly pray that such further aid be granted to said Railway Company, by an Order in Council, from such portions of the public funds as may be set apart by the Legislative Assembly for such purposes.

And your Petitioners, as in duty bound, will ever pray.

(Signed) John S. O'Connor, P. P.,
A. M. Mackenzie,
Alex. R. McDonnell, J.P.,
and 178 others.

Glengarry, 3rd December, 1875.

(Copy.)

CORPORATION OF THE TOWNSHIP OF RUSSELL,
Clerk's Office, Russell, 6th Dec., 1875.

To the Honourable the Provincial Secretary.

SIR,—Herewith I transmit a Petition from the Council of the Township of Russell, which you will please lay before His Honor the Governor in Council.

I have the honour to be, Sir,
Your obedient servant,
WM. SUMMERBY,
Clerk Tp. Russell.

(Copy.)

To His Honor the Lieutenant-Governor of the Province of Ontario in Council.

The Petition of the Municipal Council of the Township of Russell,

HUMBLY SHEWETH:

That the Municipality represented by your Petitioners is in a central position between the St. Lawrence and Ottawa rivers, without any means of communication either by water or rail, and in consequence the country is only partially settled and improved. That there is vacant land for many more settlers if they had access to markets by railroad. That the Coteau and Ottawa Junction Railroad would be a great benefit to all the country lying between the two rivers as well as to this Municipality—and as a branch of the Pacific Railroad from Ottawa to Montreal, a benefit to the whole Province. That your Petitioners have granted a bonus to said railroad, but further assistance is required to have it completed, and your Petitioners therefore humbly pray that a further grant may be made to the said road out of the funds of the Province, so that it can be completed without delay.

And your Petitioners, as in duty bound, will ever pray, &c., &c.

Signed and sealed by order of the Council this sixth day of December, A. D. 1875.

WM. Z. HELMER,
Reeve.

WM. SUMMERBY,
Clerk.

(Copy.)

To His Honor the Lieutenant-Governor in Council.

The Petition of the Municipal Council of the Township of Lochiel, in the County of Glengarry, in Council assembled,

HUMBLY SHEWETH:

That the Montreal and City of Ottawa Junction Railway Company obtained a Charter from the Parliament of Canada, in 1871, enabling them to build a line of Railway from the City of Ottawa to some point at or near the Village of Alexandria, in this County, and thence to some point at or near Coteau Landing, on the line of the Grand Trunk Railway, in the County of Soulanges.

The work upon said line of Railway was instituted in September, 1872, and was continued until the beginning of the year 1874, since which date no work has been done thereon.

That under the provisions of the Act passed by the Legislative Assembly of the Province of Ontario, in 1871, intituled "An Act in aid of Railways," an Order in Council was issued granting aid to the said Railway Company to the extent of $2,000 per mile of said Railway lying within the limits of this Province—namely, sixty-six miles—which grant was to be paid to said Railway Company according as work was performed on said Railway in sections of twenty-two miles each, but no payment on account of such grant has yet been made to said Railway Company.

That the ratepayers of this Municipality being desirous to aid in the construction of said Railway, a By-law was duly passed by your Petitioners granting a bonus to said Railway Company of $40,000, of which sum $30,000 has been paid to said Company, according to the conditions of said By-law.

That the construction of said Railway is much desired by the ratepayers of this Municipality, in common with the residue of the inhabitants of the section of country through which the same proposes to pass; and its early completion is earnestly wished for by them, as a large and valuable country of extensive agricultural and timbered resources would be opened up and developed, thereby increasing the wealth and prosperity of the Province at large.

That a short and direct communication between the capital of this Dominion and the seaboard would be established, and greater facility to reach the north-west territories be afforded the immigrant by the construction of this Railway.

That your Petitioners have learnt with pleasure that by a clause in the speech of the Lieutenant-Governor of this Province, at the opening of the present Session of the Legislative Assembly, it is proposed to set apart public moneys of this Province to further aid railways now being constructed, and which have already been granted aid, as well as to those not yet commenced; and your Petitioners are sensible that such a proposed disposition of the public funds will meet with the approval of all persons, irrespective of party or political shades, in view of the stagnation of trade, &c., and that employment upon works of such a nature would be extremely beneficial to all classes.

Your Petitioners respectfully submit that as the building of this Railway is of great public importance, and will tend to the development and opening up of such a large and valuable section of our Province, the said Company are entitled to further aid in the construction thereof, and your Petitioners humbly pray that such further aid be granted to them by an Order in Council, from such portions of the public funds as may be set apart by the Legislative Assembly for such purposes.

And your Petitioners, as in duty bound, will ever pray, &c.

(Signed) ARCHIBALD McNAB,
Reeve.

(Signed) D. B. McMILLAN,
Township Clerk.

Dated December 8th, 1875.

(Copy.)

To His Honor the Lieutenant-Governor in Council.

The Petition of the Municipal Council of the Township of Kenyon, in the County of Glengarry, in Council assembled,

HUMBLY SHEWETH:

That the Montreal and City of Ottawa Junction Railway Company obtained a charter from the Parliament of Canada in 1871, enabling them to build a line of Railway from the City of Ottawa to some point at or near the Village of Alexandria, in this county; and thence to some point at or near Coteau Landing, on the line of the Grand Trunk Railway, in the County of Soulanges.

That work upon said line of Railway was instituted in September, 1872, and was continued until the beginning of the year 1874, since which date no work has been done thereon.

That under the provisions of the Act passed by the Legislative Assembly of the Province of Ontario in 1871, intituled "An Act in aid of Railways," an Order in Council was issued, granting aid to the said Railway Company to the extent of $2,000 per mile of said Railway lying within the limits of this Province, namely, sixty-six miles, which grant was to be paid to said Railway Company according as work was performed on said Railway in sections of twenty-two miles each, but no payment on account of such grant has been yet made to said Railway Company.

That the ratepayers of this Municipality being desirous to aid in the construction of said Railway, a By-law was duly passed by your Petitioners, granting a bonus to said Railway Company of $40,000, of which sum $20,000 have been paid to said Company, according to the conditions of said By-law.

That the construction of said Railway is much desired by the ratepayers of this Municipality, in common with the residue of the inhabitants of the section of country through which the same proposes to pass, and its early completion is earnestly wished for by them, as a large and valuable country of extensive agricultural and timbered resources would be opened up and developed, thereby increasing the wealth and prosperity of the Province at large.

That a short and direct communication between the capital of this Dominion and the seaboard would be established; and greater facility to reach the north-west territories be afforded the immigrant by the construction of this Railway.

That your Petitioners have learnt with pleasure that, by a clause in the speech of the Lieutenant-Governor of this Province, at the opening of the present session of the Legislative Assembly, it is proposed to set apart public moneys of this Province to further aid railways now being constructed, and which have already been granted aid, as well as to those not yet commenced, and your Petitioners are sensible that such a proposed disposition of the public funds will meet with the approval of all persons, irrespective of party or political shades, in view of the stagnation of trade, &c., and that employment upon works of such a nature would be extremely beneficial to all classes.

Your Petitioners respectfully submit, that as the building of this railway is of great public importance, and will tend to the development and opening up of such a large and valuable section of our Province, the said Company are entitled to further aid in the construction thereof; and your Petitioners humbly pray that such further aid be granted to them, by Order in Council, from such portions of the public funds as may be set apart by the Legislative Assembly for such purposes.

And your Petitioners, as in duty bound will ever pray, &c,

(Signed) JAMES CLARK, *Reeve*,
PETER KENNEDY, *Deputy Reeve*.

(Signed) J. R. McKENZIE,
Township Clerk.

A. K. McDONALD,
ALEX. STEWART,
FINLAY McRAE,
} *Councillors*.

Dated December 10th, 1875.

(Copy.)

To His Honor the Lieutenant-Governor of the Province of Ontario in Council assembled.

The Memorial of the Corporation of the City of Ottawa,

RESPECTFULLY SHEWETH:

That in the year 1871 the Parliament of the Dominion of Canada passed an Act incorporating the Montreal and City of Ottawa Junction Railway Company, authorizing the construction of a Railway from the City of Ottawa to some point at or near Coteau Landing, on the Grand Trunk Railway.

That the line of road traverses the Counties of Russell and Glengarry, sixty-six miles thereof being in the Province of Ontario, and fifteen miles in the Province of Quebec.

That your Memorialists granted a bonus of one hundred thousand dollars in aid of the construction of this road, and other Municipalities along the line of route have contributed according to their means, and that a considerable amount of private stock has also been subscribed ; to this may be added, that prospective aid of two thousand dollars a mile promised by the Province of Ontario.

That the expenditure of moneys from the public exchequer, in the County of Russell and the rear portion of the County of Glengarry, has been considerably less than in other sections of the Province.

Your Memorialists therefore hope that the contribution of two thousand per mile from Ontario may be augmented by an addition of another one thousand dollars. The value of the credit thus given to the Company will enable them to push the work to completion, and open it for traffic at an early date.

And your Memorialists will, as in duty bound, ever pray.

[L.S.] (Signed) J. P. FEATHERSTON,
Mayor.

To the Honourable the Legislative Assembly of the Province of Ontario, in Parliament assembled.

The Petition of the Corporation of the Township of Cambridge, in the County of Russell, and Province of Ontario,

HUMBLY SHEWETH :

That whereas the Eastern portion of the Province is much in need of greater Railway facilities to develop its resources, and whereas the Coteau and Ottawa Railway on which already a large sum of money has been expended on surveys, grading, &c., if completed would be of material benefit to the section of country through which it passes, and passing as it does through the central portion of this Township, we, your Petitioners, feel deeply interested in the successful completion of the said Railway, and taking into consideration that no money has been expended by the Province in this locality, and feeling that the sum already granted to the said Railway is inadequate to secure its completion : Wherefore your Petitioners humbly pray that in consideration of the special claims of said Railway upon the bounty of the Government, additional aid may be granted.

[L. S.] (Signed) J. S. CASTLEMAN,
Reeve.

Dated at Cambridge this thirteenth day of December, in the year of our Lord one thousand eight hundred and seventy-five.

(Copy.)

To His Honor the Lieutenant-Governor in Council.

The Petition of the Municipal Council of the Township of East Hawkesbury, in the County of Prescott, in Council assembled,

HUMBLY SHEWETH :

That the Montreal and City of Ottawa Junction Railway Company obtained a Charter from the Parliament of Canada in 1871, enabling them to build a line of Railway from the City of Ottawa to some point at or near the Village of Alexandria, in the County of Glengarry, and thence to some point at or near Coteau Landing, on the line of the Grand Trunk Railway, in the County of Soulanges.

That under the provisions of the Act passed by the Legislative Assembly of the Province of Ontario in 1871, intituled "An Act in aid of Railways" an Order in Council was passed, granting aid to the said Railway Company to the extent of $2,000 per mile

for every mile of said Railway lying within the limits of this Province, namely, sixty-six miles each, but no payment on account of such grant has yet been made to said Railway Company.

The only other aid granted to said Railway Company was a bonus granted by the City of Ottawa of $100,000, of which sum, $25,000 was to be expended by said Railway Company upon the erection of station-buildings and workshops in said City, and bonuses granted by the Townships of Lochiel and Kenyon, in the County of Glengarry, of the sum of $40,000 each.

That no portion of the bonus granted by the City of Ottawa has yet become payable, and the said Railway Company have received only $30,000 from the Township of Lochiel and $20,000 from the Township of Kenyon.

That the construction of said Railway is much desired by the inhabitants of the Ottawa Valley, including this Municipality, and its early completion is earnestly wished for by them, as a large and valuable section of this Province, rich in agricultural and timbered wealth, would be thereby opened up and developed, and be provided with a convenient outlet to the various markets, thereby increasing the wealth and prosperity of this Province generally.

That the construction of this Railway will afford the shortest and most direct route from the Capital of this Dominion to the seaboard, and the facilities for immigration to the north-west territories be greatly increased.

That your Petitioners have learned with pleasure, that by a clause in the speech of the Lieutenant-Governor of this Province, at the opening of the present session of the Legislative Assembly of the Province of Ontario, it is proposed to set apart public moneys of this Province, to grant further aid to Railways now being constructed, and to which aid has already been granted, as well as to those not yet commenced, which proposed disposition of the public funds meets with universal approval of all classes of persons in this Municipality, irrespective of political opinions, as the lengthened stagnation of trade, and the consequent want of employment, have entailed much suffering and distress, which will be cured and alleviated by this judicious appropriation of a portion of the public funds.

Your Petitioners therefore respectfully submit: that as the building of said Railway is of such public importance, and will directly tend to the opening up and development of one of the largest and most valuable sections of this Province, the Railway Company are entitled to share in such funds as may be set apart by the Legislative Assembly of this Province, for further aid to Railways; and your Petitioners humbly pray that such further aid may be granted to such Railway Company.

And your Petitioners, as in duty bound, will ever pray, &c.

(Signed) WILLIAM ALLISON,
Reeve.

(Signed) MICHAEL MANEELY, [L. S.]
Township Clerk.

Dated December, 18th, 1875.

To His Honor the Lieutenant-Governor in Council.

The Petition of the Inhabitants of the Township of Roxborough, in the County of Stormont

MOST RESPECTFULLY SHEWETH:

That the Montreal and City of Ottawa Junction Railway Company obtained a charter from the Parliament of Canada in 1871, enabling them to construct a line of Railway from the City of Ottawa, to some point at or near the Village of Alexandria, in the County of Glengarry, and thence to some point at or near Coteau Landing on the line of the Grand Trunk Railway, in the County of Soulanges.

That work upon said line of Railway was commenced in September 1872, and was continued until the earlier part of 1874, since which time no work has been done thereon.

That the length of said line of Railway lying within the limits of the Province of Ontario, that is to say from the City of Ottawa to the Province of Quebec, is about sixty-six miles.

That under the provisions of the Act passed in 1871, intituled, "An Act in aid of Railways," an Order in Council was issued granting aid to the said Railway Company to the extent of $2,000 per mile of said Railway lying within the limits of this Province, according to the terms of which Order in Council, payment of such grant was to be made to the said Railway Company according as the work upon said Railway should be performed in sections of twenty-two miles each, but no payment under said Order in Council has yet been made to said Railway Company.

That the only additional aid to said Railway Company by way of bonus was granted by the Municipalities of Lochiel and Kenyon, in the County of Glengarry, to the extent of $40,000 each, and by the City of Ottawa to the extent of $100,000, the conditions of the bonus granted by the City of Ottawa requiring $25,000 of such bonus to be expended by said Railway Company in the erection of a depot, and machine shops in said city.

That the said Railway Company are not as yet entitled to any portion of the bonus granted by the City of Ottawa, and have only received $30,000 from the Municipality of Lochiel, and $20,000 from the Municipality of Kenyon, according to the conditions of the several By-laws granting the same.

That the construction of the said Railway would be of the greatest importance and benefit to this and the counties through which it will pass, and the completion of the same is viewed by the inhabitants of said counties with the deepest interest, as it will secure the opening up and development of a large and valuable section of this Province, which has hitherto been afforded no outlet or communication suitable to its great agricultural and timbered resources.

That the route to be taken by said Railway will afford the shortest and most direct means of communication from the capital of this Dominion to the seaboard, and offer an outlet for the timbered districts lying north of the City of Ottawa to the American market, besides in conjunction with other lines of Railway connecting with the Canada Pacific Railway, proving a most valuable and practical link in the great chain of Railways extending from the Atlantic to the Pacific, facilitating thereby immigration to the north-west territories.

That this county, in common with the other counties above referred to, is among the oldest counties in this Province, and has in consequence contributed to the taxation and revenue of this Province in a much greater degree than newer counties, and the construction of said Railway would be of the greatest benefit to such older counties.

That your Petitioners have learnt with pleasure, from the speech of His Honor the Lieutenant-Governor, at the opening of the present Session of the Legislative Assembly of Ontario, that measures are about to be submitted to the said Legislative Assembly which contemplate granting further aid to Railways now in course of construction, as well as aid to Railways not yet commenced; and your Petitioners feel deeply sensible of the wisdom of such an expenditure of the public moneys, in view not only of the general depression of trade and other interests, which has caused and is now the source of much destitution in the Province; but also of the great advantages and benefits which will be derived by the people of this Province generally, consequent upon the development of the country by means of Railways.

Your Petitioners respectfully submit, that the construction of this line of Railway being of such great importance to the people of this Province, in the manner above referred to, the said Railway Company are entitled to further aid in the construction thereof; and your Petitioners humbly pray that such further aid be granted to said Railway Company, by an Order in Council, from such portions of the public funds as may be set apart by the Legislative Assembly for such purposes.

And your Petitioners, as in duty bound, will ever pray, &c.

(Signed) JOHN BENNETT.
ANGUS CAMERON.
HUGH CAMERON,
and 41 others.

MEMORANDUM.

SIR,—Agreeably to the request made by the Hon. W. Cayley, in his letter addressed to me on the 13th instant, I now beg to lay before you the following statement of the financial condition and prospects of an early completion of the Montreal and City of Ottawa Junction Railway.

In the month of August, 1872, the road was let to Messrs. A. L. Catlin & Co., contractors, who were favourably reported as being men of large capital and experience in constructing Railways.

The contractors commenced their contract in September, 1872, and worked until the 1st of January, 1874, and expended, as per contract price, per Engineer's Report, upwards of four hundred thousand dollars.

The financial derangement in the New York market began to show itself by the end of 1873, and as the contractors depended upon obtaining funds in New York, and owing to the difficulty in receiving their promised supply of funds, they were obliged to suspend their works on the Railway, hoping to be able to renew their works in the spring of 1874.

The crisis in monetary matters having continued ever since in the States, the contractors have not been able to continue their contract, and their time for the completion of the contract having expired, the company are now at liberty to let the road to another party.

The Municipalities of Lochiel and Kenyon each subscribed forty thousand dollars of bonuses towards the construction of the road; the City of Ottawa subscribed one hundred thousand dollars.

The advance made by the Company to the contractors on account of their contract, forty thousand dollars in Municipal Bonds, which leaves still at the disposal of the Company one hundred and forty thousand dollars of such Municipal Bonuses.

The following is a statement of the expenditure and available resources of the Company :—

Expended on road in cash	$201,000
Municipal Bonuses on hand	140,000
Bonus Ontario Government	132,000
Balance of subscribed Stock	43,000
	$516,000

The Company are now offered by a responsible party to complete the grading of the road for the sum of four hundred and fifty thousand dollars, and with a reasonable increase of bonus from the Ontario Government, would insure the completion of the line.

The Municipalities of Lochiel and Kenyon were induced to subscribe the bonuses above referred to, anticipating that the Ontario Government would grant a larger bonus than $2,000 per mile, and the Townships of Roxborough, Cambridge and Russell, no doubt would have granted a reasonable bonus had it not been for the smallness of the grant made by the Ontario Government.

The Company contemplate the grading of the line for the sum of four hundred and fifty thousand dollars ready for the rails, and a responsible party has offered to furnish the rails and rolling stock, accepting Company's bonds in payment, and also propose to lease the Railway for a term of years.

The undersigned would respectfully submit that the Montreal and City of Ottawa Junction Railway is the only line which will be entitled to a bonus from the Ontario Government, for that portion of the Province east of Kingston.

That the population east of the County of Frontenac will not stand in need of Government aid; the Brockville and Pembroke or Canada Central supply that section, and the St. Lawrence and Ottawa, supplying the wants of the adjoining counties.

That the population of the eastern Counties of Ontario, as per statement hereto annexed, number by the last census no less than 246,878, forming no less than one-seventh of the population of Ontario.

That the Montreal and City of Ottawa Railway is the only enterprise which can legitimately call for assistance, and, in the opinion of the undersigned, taking into

consideration the large sums spent and to be appropriated for Railways in the centre and western parts of Ontario, that in justice to the eastern portion a liberal grant should be made to ensure the completion of the road.

That by the Engineer's Report fully one-third of the excavations on the whole line has been already done, and over one-fourth of the masonry.

I have the honour to be,
Your obedient servant,
D. A. MACDONALD,
President M. & C. O. Junction Railway.

Toronto, 31st December, 1875.

Hon. S. C. Wood,
Provincial Secretary, &c., &c.,
Toronto.

POPULATION.

Leeds	20,716
Brockville	10,475
Leeds and Grenville	13,530
Grenville	13,197
Dundas	18,777
Stormont	11,873
Cornwall	7,114
Glengarry	20,524
Prescott	17,647
Russell	18,344
City of Ottawa	21,545
Carleton	21,739
South Lanark	19,190
North Lanark	13,830
Renfrew, South	14,099
Renfrew, North	13,878
	246,878

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